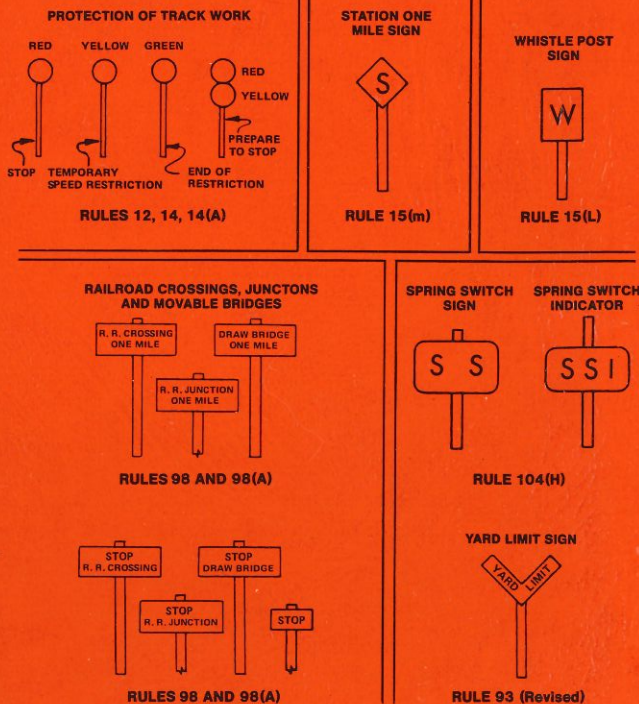


10 10 1/2 9 8 7 6 5 4 3 2 1

AIR BRAKE RULER (IN INCHES)

**ROADWAY SIGNS**



**SAFETY IS.....NO ACCIDENT**

**TAKE PRIDE IN RULES OBSERVANCE**

EACH CONDUCTOR, ENGINEER, FOREMAN OR GROUP LEADER IS A TEACHER AND HAS THE OBLIGATION TO REQUIRE RULES OBSERVANCE AND SAFETY IN THE PERFORMANCE OF DUTY BY MEN UNDER HIS SUPERVISION.

**CHICAGO AND NORTH WESTERN  
TRANSPORTATION COMPANY**



**SYSTEM**

**TIMETABLE No. 6**

**EFFECTIVE**

**12:01 A.M., JAN. 1, 1984**

**CENTRAL STANDARD TIME  
(EXCEPT MOUNTAIN STANDARD  
TIME WHERE APPLICABLE)**

For the information and  
government of employees only

- J. A. ZITO, Senior Vice President—Operations
- E. A. BURKHARDT, Vice President—Transportation
- A. H. MALECHA, Asst. Vice President—Transportation and General Manager
- G. R. HANSON, Asst. General Manager
- L. A. ROBERTSON, Director—Operations Control Center

**SAFETY.....FIRST..... ALWAYS**



**DIVISIONS**

Chicago  
Illinois  
Iowa  
Wisconsin  
Ore  
Twin Cities  
Central  
Western  
Suburban

**ASSISTANT VICE PRESIDENT AND DIVISION MANAGER**

R. L. Johnson  
W. R. Otter, Jr.  
G. F. Maybee  
C. J. Burger  
J. C. McIntyre  
J. R. Panning  
J. H. Koch  
D. B. Carlisle  
W. A. Haggerty

**HEADQUARTERS**

Proviso, IL  
Chicago, IL  
Boone, IA  
Milwaukee, WI  
Escanaba, MI  
St. Paul, MN  
Mason City, IA  
Chadron, NE  
Chicago, IL

**SYMBOLS AND ABBREVIATIONS**

A—Arrive      Y—Yard limits      TY—Temporary yard limits      s—Regular stop

- (A) —Automatic interlocking
- (B) —Bulletin board
- (C) —Train order office or interlocking open continuously
- (D) —Train order office or interlocking open as specified by General Order
- (E) —Gate, normal position against this subdivision
- (F) —Gate, normal position against conflicting route
- (I) —Manual interlocking
- (J) —Junction
- (K) —Standard clock
- (R) —Radio installation
- (S) —Register station
- (T) —Railroad crossing at grade protected by Stop signs
- (V) —Movable bridge (draw, swing or lift)
- (W) —Wye track
- (X) —Railroad crossing at grade (used in conjunction with other appropriate symbol)

Red. Speed—Reduced Speed

Res. Speed—Restricted Speed

SS—Spring switch

SSI—Spring switch indicator

EW—Eastward      NW—Northward

WW—Westward      SW—Southward

Schedule meeting or passing points are indicated in full-face type

Length of sidings shown in feet

Central Standard Time is in effect on all subdivisions except the Long Pine, Casper, Rapid City, and P.R.C. subdivisions of the Western Division.

All lines are single track except where double track or three or more tracks are specified.

Where station names or scheduled times of a train on a subdivision page are printed in *ITALICS*, it indicates that station is not a part of subdivision and times shown are for information or clarity purposes only.

**TABLE OF SPEEDS**

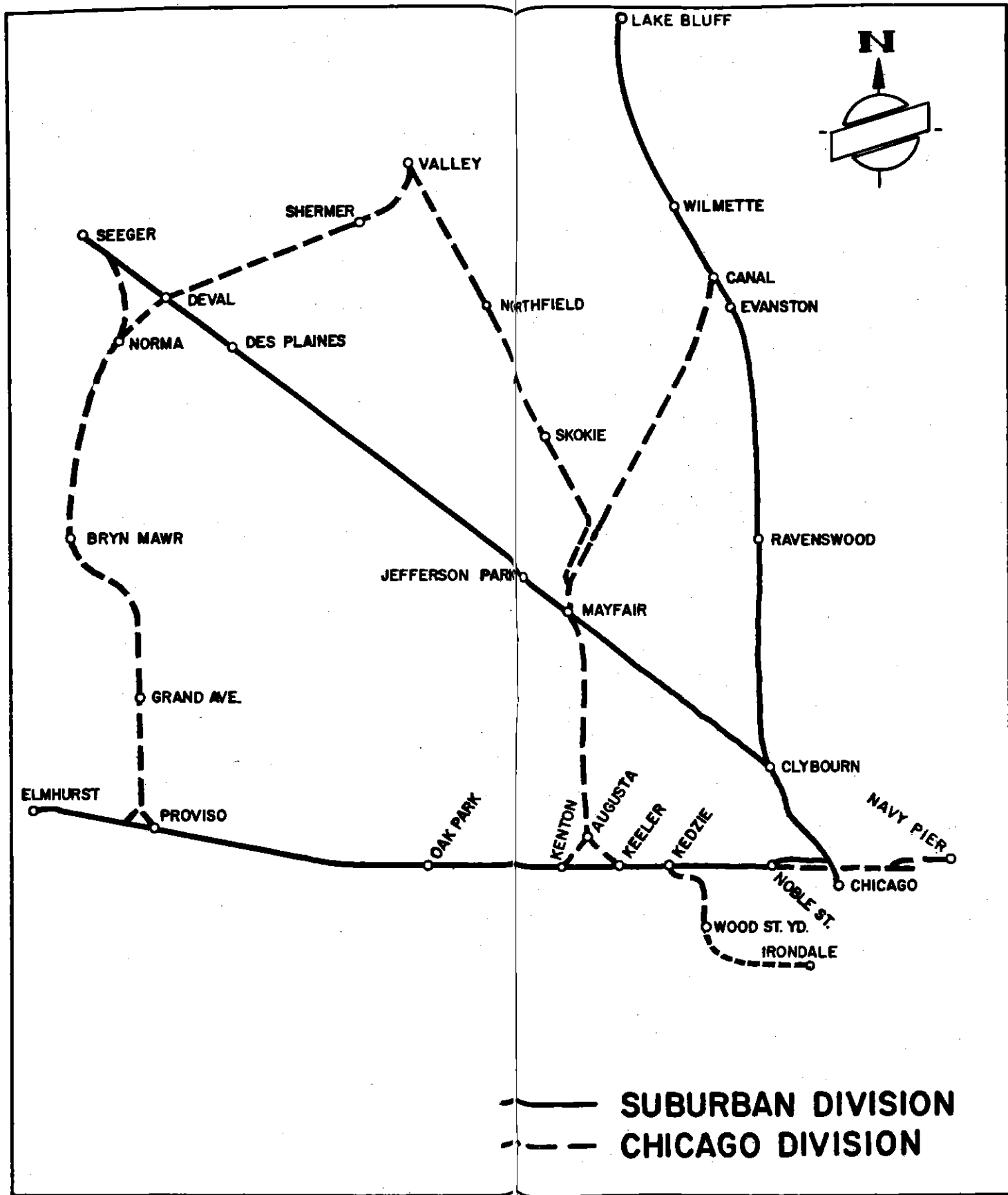
(Minutes and seconds per mile, in terms of miles per hour)

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.	
..	51	70.6	1	16	47.4	1	50	32.7
..	52	69.2	1	18	46.1	1	52	32.1
..	53	67.9	1	20	45.0	1	54	31.6
..	54	66.6	1	22	43.9	1	56	31.0
..	55	65.5	1	24	42.9	1	58	30.5
..	56	64.2	1	26	41.9	2	00	30.0
..	57	63.2	1	28	40.9	2	05	28.8
..	58	62.1	1	30	40.0	2	10	27.7
..	59	61.0	1	32	39.1	2	15	26.7
1	00	60.0	1	34	38.3	2	30	24.0
1	02	58.0	1	36	37.5	2	45	21.8
1	04	56.2	1	38	36.8	3	00	20.0
1	06	54.5	1	40	36.0	3	30	17.1
1	08	52.9	1	42	35.3	4	00	15.0
1	10	51.4	1	44	34.6	4	30	13.3
1	12	50.0	1	46	34.0	5	00	12.0
1	14	48.6	1	48	33.3	6	00	10.0

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Fairmont (Central)	94	Sioux City (Iowa)	27
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Ft. Dodge (Central)	100	Skokie (Chicago)	5
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Green Bay (Wisconsin)	49	Sparta (Twin Cities)	66
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Marshalltown (Central)	93	Wyeville (Twin Cities)	60
Marshline (Wisconsin)	48	Yale (Iowa)	29



# ROCKWELL SUBDIVN—CHICAGO DIVISION

Station Numbers	WEST STATIONS EAST		Mile Posts and Miles
	↓	↑	
0004	WOOD STREET ⊗ BOCT	①	2.5
...	0.3		
...	OGDEN AVENUE	③	2.2
...	0.2		
...	B&O CONN. ⊗ BOCT	①③	2.0
...	0.1		
...	TAYLOR ST.	Y	1.9
...	1.2		
...	ROCKWELL JCT.	①②	0.7
...	0.7		
...	KEDZIE	①②③④	0.0

The Westward facing point switch on Track No. 1 leading to the scale and Industry track will be lined and locked for Track No. 1.

The Eastward facing point switch on Track No. 1 leading to Track No. 3 will be lined and locked for movement to and from Track No. 3.

The Eastward facing point switch on Track No. 4 leading to Track No. 4 or to Con Rail (59th Street) will be lined and locked for movement to and from Track No. 4.

The Eastward facing point switch on Track No. 4 leading to B&OCT will be lined and locked for movement on Track No. 4.

Crossover switches at Ogden Avenue from Track No. 3 to Track No. 4 will be lined and locked for crossover movement.

The two (2) Eastward facing point switches on Track No. 4 leading to Con Rail (CJ) will be lined and locked for movement on Track No. 4.

High HP Units GP-50, SD-40, SD-40-2, SD-45, U 30C and C-628 must not be operated on track 1—westward track, or on track 3—scale and Industry track, between Taylor Street and Rockwell Jct. due to weight limitations.

SD-38 Units must not be operated on track 3—scale and Industry track, between Taylor Street and Rockwell Jct.

The above mentioned high horse power units may be operated on south leg of wye of B&OCT Interlocking at Wood Street (Western Ave.) as single units only, either when moving light or handling cars.

Between Ogden Ave. and Kedzie, trains and engines must be prepared to stop short of switch not properly lined.

Train Location reports (line-ups) not issued.

Maximum Wt: 283,000 lbs. on track 2; 251,000 lbs. on tracks 1 and 3.

Eastward trains must stop at B&O CONN and further movement will be governed by Yardmaster—Wood Street and Rule 98(A).

Movements against the current of traffic between Wood Street and Rockwell Jct. and/or Kedzie may be arranged by and between the Yardmaster—Wood Street and the Control Operator at Kedzie. Such movements will be governed by verbal instructions or interlocking signal.

C&NW trains going to B&OCT or Con Rail will contact the Yardmaster—Wood Street for authority, before entering B&OCT or Con Rail trackage.

Trains coming from B&OCT or Con Rail must contact Yardmaster—Wood Street for authority before entering C&NW trackage.

Crew members are responsible for ascertaining that all switches connected with their movement are properly lined for the route to be used, and are relined and locked in the normal position.

The normal position for switches at Taylor Street and Ogden Avenue will be as follows:

Crossover switches at Taylor Street from Track No. 1 to Track No. 2 will be lined and locked for straight movement.

### SPEED RESTRICTIONS (In MPH)

Maximum ..... 10\*

\* "TOFC" trains (See Geneva Subdivn.) may operate at Reduced Speed not to exceed:

Between Wood St. and Taylor St. .... 10  
Between Taylor St. and Kedzie ..... 20

Between Wood St. and Kedzie and between Rockwell Jct. and Western Ave. trains and engines of other railroads operate over C&NW, governed by C&NW rules and instructions.

ABS: Rockwell Jct.—Kedzie.

Rule 83(B) does not apply at Kedzie.

Rule 97 does not apply.

Between Ogden Ave. and Taylor St. trains must keep to the right unless otherwise instructed.

Between Taylor St. and Rockwell Jct. the westerly track is track No. 3 and is the scale and Industry track. The center track is track No. 1 and is the westward main track.

The easterly track is track No. 2 and is the eastward main track.

Westward trains must stop at B&O Connection, and further movement will be governed by Yardmaster—Wood Street and Rule 98(A).

# SKOKIE SUBDIVN—CHICAGO DIVISION

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts
		↓	↑	
...	0.0	CRAWFORD AVENUE		0.0
0612	1.2	AUGUSTA BLVD.		1.2
...	1.1			
0611	2.3	CRAGIN ⊗ MILW	①	2.3
...	2.5			
0608	5.0	GRAYLAND ⊗ MILW	①	5.0
...	0.6			
0607	5.6	MAYFAIR ⊗ C&NW	①②③④	5.6
...	4.7			
8007	10.3	SKOKIE TY	②③	12.9
...	5.3			
8012	15.6	NORTHFIELD		17.8
...	3.8			
8015	19.4	VALLEY	①②	21.6

Rule 83(B)—Westward trains must obtain clearance at Mayfair. Eastward trains are not required to obtain clearance from Mayfair.

Rule 97 applies only between Valley and Mayfair.

Rule 99—Minimum flagging distance 3/4 mile.

Movements against the current of traffic must be authorized by the Control Operator at Mayfair.

Passenger cars longer than 80 feet must not be operated between Augusta Blvd. and Mayfair.

Proceed over Bryn Mawr Crossing located at MP 9.5 at Reduced Speed until crossing is occupied sounding engine whistle Signal 15(L).

Hot Box Detector: Location, MP 21.8 (Valley on New Line Subdivision—Wisconsin Division.) EW trains stop and inspect train at MP 18.0 (west of Willow Rd.) unless radio communication has been received authorizing train to proceed.

Maximum Wt: 283,000 lbs.

### SPEED RESTRICTIONS (In MPH)

Between Crawford Ave. and Mayfair

Maximum ..... 10

Between Mayfair and Valley\*

Maximum ..... 30

MP 5.6—8.0 ..... 10

MP 21.6—Interlocking

Limits Valley ..... 20

\*Rock and Roll Restrictions do not apply between MP 6.0 and 19.1 located between Mayfair and Valley.

Yard Limits: MP 0.0-9.5

### Temporary Yard Limits:

Skokie Effective as authorized by Form "TY" train order.

MP 7.1 and MP 9.3 are the same location.

Double Track in operation between Crawford Ave. and Mayfair.

### Rule 15 (Addition)

Ordinance prohibits sound of engine whistle within Chicago city limits. Ordinance prohibits sounding of engine whistle within village limits of Skokie from 7:01 p.m. until 7:01 a.m. daily.

# WEBER SUBDIVN—CHICAGO DIVISION

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts
		↓	↑	
0607	0.0	MAYFAIR ⊗ C&NW	①②③④	5.6
...	4.9			
0688	4.8	WEBER	Y	10.5
...	2.4			
...	7.3	CANAL	①②③④	12.9

### SPEED RESTRICTIONS (In MPH)

Between Mayfair and Canal  
Maximum ..... 10

Rule 15 (Addition) Ordinance prohibits sounding engine whistle within Chicago and Evanston city limits.

Rule 83(B) does not apply at Canal.

Only yard transfer and industrial switching movements are permitted on the Weber Subdivision.

Rule 97 does not apply.

Train location reports (line-ups) not issued.

Maximum Wt: 283,000 lbs.



## SUBURBAN DIVISION

### SUBDIVISION

Kenosha—MP 0.0—30.3 (Lake Bluff)  
Harvard—MP 0.0—18.6 (Seegeer)  
Geneva—MP 0.0—16.5 (Elmhurst)

### SHOWN UNDER DIVISION

Wisconsin  
Wisconsin  
Illinois

### Instructions governing movement of trains, engines and equipment between Chicago Station Tracks and Signal Bridges "D" and "K".

1. (a) Trains, engines, switch movements or back-up movements into Chicago station must enter the train shed at Reduced Speed not exceeding 10 MPH. On back-up movements, back-up men will indicate by 1 long sound of the communicating signal that the engineman should close throttle and permit stop to be made by back-up hose service application of the brakes.
- (b) Speed of eastward trains and engines in the train shed must be so controlled that stop will be made by service application of the brakes at, or short of, the white line painted on the platforms ten (10) feet in advance of the bumping post on each track. Exception: On track 2, trains consisting of 4 or more cars must stop at, or short of, the double white line.
- (c) When movement is made over Lake St. Interlocking by engines without cars, consisting of one or more units with engine cab on both ends, operation must be controlled from engine cab in direction of movement.
- (d) When engines are to be coupled onto a passenger train or cars, they will stop not less than twenty (20) feet from the cars and will couple onto train on proper hand signal.
2. Signals governing westward movements displaying a marker consisting of TWO white stars located directly above the signal light are located as follows on Lake St. Interlocking:
  - (a) The first signal governing westward movements from each of the train shed tracks.
  - (b) The second signal governing westward movements from track No. 16.
  - (c) The signal governing westward movements from each of the two pockets on lead tracks 1 and 6.The signals governing westward movements over Lake St. Interlocking are equipped with a rear view lunar white marker light displaying ONE star located on top of the signal case. This marker is illuminated only by action of the leverman when the signal displays an indication to proceed.

Westward movement of a train or engine from the train shed tracks must not be made without an indication to proceed on the signal marked with TWO stars, except when a train or engine extends west of one or more signals, westward movement must not be made unless an indication to proceed is displayed on the first signal east of the west end of train or engine governing movement on the track it occupies.

Westward movement of a train or engine from the pockets on lead tracks 1 and 6 must not be made without a proceed indication on the signal marked with TWO stars.

When the indication displayed by the starting signal cannot be observed due to train or engine extending beyond the starting signal, engineer or trainman will be governed by the ONE star lunar white marker. When the ONE star marker is illuminated, it indicates that the signal to which it is attached displays an indication to proceed to the next signal and that the route is lined to the next signal.
3. Engine bell must be rung continuously while train is moving between Bridge D or Bridge K and Chicago station.
4. All trains entering the Chicago station will make a special running brake test, as prescribed in air brake Rule 426, approaching Bridge D or Bridge K to know that the brakes on train are functioning properly.

Trainmen handling back-up movements into the Chicago station will make a running brake test, as prescribed in rules and special instructions, by use of the valve on back-up hose, or its equivalent approaching Bridge D or Bridge K to know that the brakes are functioning properly.
5. Between Bridge K or Bridge D and the Chicago station, the first paragraph of Rule 17 does not apply and instead trains and engines will display a dim headlight.
6. On the 6 tracks between Clinton St. Interlocking and Lake St. Interlocking movements will be governed in both directions by signal indication.
7. Cars exceeding a height of 16'0" above top of rail must not be operated on any track in the Chicago station.
8. Suburban bi-level cars must not be operated or placed on mall pocket tracks 1, 2, 3 or 4 at the Chicago station.

### RESTRICTIONS ON PASSENGER CARS

Suburban cars must not be handled in the Grand Avenue or Clinton Street switching districts, or between 40th Street and Mayfair. Passenger cars in excess of 80 feet long must not be operated on bridge 518 over Irving Park Road between Grayland and Mayfair.

Additional Rules and Instructions applicable to employes in the Chicago Suburban District:

#### Rule 84(A)

Trainmen operating on suburban trains, when train is ready to proceed, will close all the doors, which will actuate a light in the engineer's cab. When the engineer receives this starting light, train will proceed without a hand signal. If for any reason this procedure cannot be followed, such as malfunctioning doors, ice and snow accumulations, passengers opening doors, etc., to avoid delay to train, proceed signal may be given by communicating buzzer or hand signal in which event report must be made to proper authority. When operating on hand signal, the engineer must wait a minimum of seven (7) seconds after receiving hand proceed signal before starting train.

Rule D-107, see Rules section of this timetable.

#### Rule 201(A) (Addition)

Between Chicago and Harvard, Chicago and Kenosha, and Chicago and Geneva, in the application of Rule 201(A) when a clearance is received at Chicago, Geneva, West Chicago, Harvard, Crystal Lake, Barrington, Deval, Kenosha and Waukegan, by conductors and engineers of suburban crews turning at these stations, train orders annulling a schedule or a section and slow and cautionary orders received on a prior trip or leg of their assignment during the same tour of duty need not be retained unless otherwise directed.

#### Rule 213

The last paragraph of Rule 213 (A copy of all train orders and clearances will be furnished the rear trainman on all passenger trains.) does not apply for suburban trains.

#### Rule 219

Clearance for suburban trains at initial stations only [Rule 83(B)], need not be OK'd by the train dispatcher.

#### Occupying Main Track at Initial Station

Passenger trains may occupy main track at initial station or initial loading station up to ten (10) minutes prior to scheduled leaving time for the purpose of loading passengers.

#### Inspecting Position of Switches

At outlying points, crews handling suburban equipment from a coach yard or parking track to a main track must inspect hand throw and spring switches under the standing train and along the route to ascertain that they are properly lined and latched. This inspection must be made regardless of the indication of target on switch stand.

#### Rule 30 (Addition)

The engine or cab car bell must be rung not less than one-fourth mile in advance of station platforms and must continue to ring until the leading end of train (engine or cab car) has passed the platform.

#### Whistling—Suburban Territory

In the application of anti-whistling ordinances, on the Geneva and Harvard Subdivn. and between Chicago and Kenosha on the Kenosha Subdivn., engine whistles must be sounded as prescribed by Rule 15(L) at all crossings at grade that are not protected by operating automatic gate protection.

Whistle must also be sounded as per Rule 15 (Addition) as shown in rules section of this timetable.

#### Engine Whistle Signals—Application of Rule 15(e)

Westward trains and engines using track No. 2 between Chicago and WX Interlocking, Chicago and Canal, and Chicago and Barrington will sound whistle signal 15(g) preceding 15(e) when recalling flagman.

#### Speed—Extra Passenger Trains

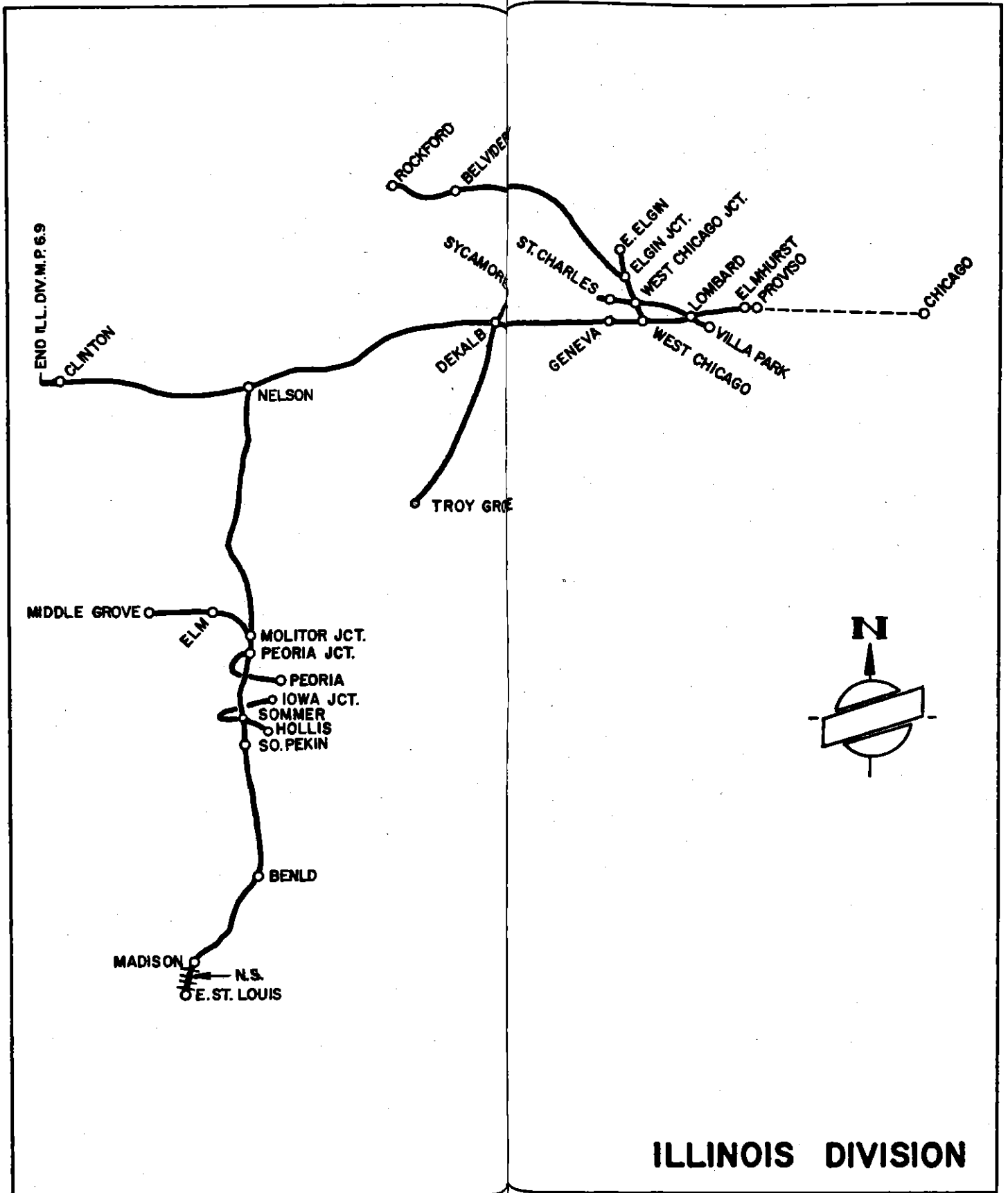
Extra trains consisting of all passenger equipment will operate at passenger train speeds.

#### Running Regular Stops

When, due to operating problems, a passenger train is directed to cancel Regular Stops or is operating on other than its normal track and will pass through stations where platforms may be crowded with people, such train will operate at Reduced Speed not to exceed 30 MPH and sound warning whistle frequently approaching and passing these platforms.

#### Operating on Other Than Normal Tracks

During periods of heavy track work, there will be extensive running against the current of traffic and operating on other than normal tracks during off-peaks on weekdays and on weekends. When operating on other than your normal track, flash your headlight at least five times while you are approaching a station stop sufficiently in advance to permit riders to change platforms. Notices are posted at stations advising riders of this procedure. Extreme caution must be exercised to assure that all riders have crossed over before blocking crosswalk.



**ILLINOIS DIVISION**

# GENEVA SUBDIVN— SUBURBAN AND ILLINOIS DIVISION

Station Numbers	Schedules of first class passenger trains between Chicago and Geneva are shown in Suburban Division Timetable. Examples whose duties are in any way affected by suburban trains must have a copy of the current Suburban Division Timetable in their possession while on duty.		Mile Posts and Distance from Chicago
	WEST STATIONS	EAST	
0000	CHICAGO	ⓑⓀⓄⓆ	...
...	0.2 LAKE ST.	ⓄⓀⓄ	0.2
...	0.2 CLINTON ST.	ⓄⓀⓄ	0.4
...	0.9 NOBLE ST.	ⓄⓀ	1.3
0005	1.3 WESTERN AVE. ⊗ MILW.	ⓄⓀ	2.6
...	1.0 KEDZIE	ⓄⓀⓄⓄ	3.6
0011	1.2 KEELER		4.8
...	0.7 KENTON AVE.	Ⓚ	5.5
0018	3.0 OAK PARK		8.5
...	0.4 LATHROP AVE.	Ⓚ	8.9
0020	0.8 RIVER FOREST	Y	9.7
...	0.3 VALE	Ⓚ	10.0
0021	0.5 MAYWOOD		10.5
...	0.8 MELROSE PARK		11.3
0022	0.5 JN	Ⓚ	11.8
...	0.2 PROVO JCT.	ⓀⓄ	12.0
0017	0.6 BELLWOOD		12.6
...	1.6 WOLF ROAD	Ⓚ	14.2
0016	0.1 BERKELEY		14.3
0023	0.9 PROVISO	ⓑⓄⓀⓄⓄⓄ	...
...	HM	Ⓚ	15.2
0024	0.5 ELMHURST		15.7
0025	2.1 VILLA PARK		17.8
0026	2.1 LOMBARD		19.9
0027	2.5 GLEN ELLYN		22.4
0028	1.4 COLLEGE AVE.		23.6
0029	1.2 WHEATON		25.0
0030	2.5 WINFIELD		27.5
...	2.0 NI	Ⓚ	29.5
0031	0.8 WEST CHICAGO ⊗ EJ&E	ⓑⓄⓀⓄ	30.3
...	1.8 WX	ⓀⓄⓄⓄ	32.1
0032	3.4 GENEVA	Ⓚ	35.5

# GENEVA SUBDIVN— SUBURBAN AND ILLINOIS DIVISION

Freight trains may operate at passenger train speeds between Kedzie and Geneva provided they meet the minimum standards below:

1. Leading unit has ATC device set for increased speeds and Brake Pipe Feed Valve set for 90 lbs.
2. Consist of all roller bearing equipped cars exclusive of caboose.
3. Consist of all TOFC/COFC or multi-level automobile carrying cars or any combination thereof exclusive of caboose.

Note (a) TOFC/COFC means Trailers/Containers on flat cars.  
(b) When handling such trains, conductors must know that engineer has been so advised. Conductors must inform train dispatcher prior to leaving terminal, of any speed restrictions applying to their train; if because of equipment, state car and car number.

### SPEED RESTRICTIONS (In MPH)

	Psg.	Frt.		Psg.	Frt.
Maximum	70	60	MP 8.9—9.9 Lathrop Ave.—Vale	60	40
MP 0.0—0.3 Between Chicago and Signal Bridge A. Reduced Speed not exceeding	10	10	Track A-1	35	30
MP 0.3—0.7 Signal Bridge A to Signal Bridge D. Reduced Speed not exceeding	15	10	MP 9.9 Through turnouts Vale		
MP 0.7—1.3 Signal Bridge D to Noble St.	35	30	Track 1 to westward track	40	40
MP 1.3—1.6 Noble St. Straight routes	35	30	Track 2 to westward track	40	40
Diverging routes	10	10	Track A-1 to westward track	35	30
MP 1.6—2.6 Noble St.—Western Ave.	50	30	Eastward track to tracks 2 & 3.	40	40
MP 2.6 Western Ave. Straight routes	30	30	MP 10.0—10.4 Vale—5th Ave., Maywood	50	40
Diverging routes	10	10	MP 11.8 JN Straight routes	50	40
MP 2.6—3.6 Western Ave.—Kedzie, Tracks 1 and 2	40	30	Diverging routes	15	10
Tracks 3 and 4	30	10	MP 12.0 Provo Jct. Diverging routes	35	30
MP 3.6 Kedzie Straight routes	35	35	To and from IHB conn. track	10	10
Diverging routes	15	10	MP 14.2 Wolf Rd. Diverging routes	35	30
MP 3.6—4.5—Harding Ave., Tracks 1 and 2	50	35	MP 15.1 HM Straight routes	50	35
Tracks 3 and 4	20	10	Diverging routes	35	30
MP 4.5—5.5—Harding Ave., Kenton Ave.— Tracks 1 and 2	50	35	To and from Proviso leads	30	30
Tracks 3	20	10	MP 20.8—21.0	55	50
MP 5.5 Through turnouts Kenton Ave.— Track 1 to track 1	50	35	MP 22.3—25.4	55	50
Track 1 to track 2	35	30	MP 29.5 NI Straight routes	55	35
Tracks 2 & 3 to track 2	40	35	Diverging routes	30	30
Tracks 3 & 2 to track 3 (Eastward)	20	10	MP 29.5—30.0 NI—West Chicago	55	35
Track 3 to tracks 2 & 3 (Westward)	20	10	MP 30.0—30.5 Between 0.3 mile east and 0.2 mile west of EJ&E Interlocking: Straight routes	45	35
MP 5.6—8.9 Kenton Ave.—Lathrop Ave.	70	50	Diverging routes	10	10
MP 8.9 Lathrop Ave. through interlocked turnout to Track A-1	35	30	MP 32.1 WX—Only movements from track 2 to track 3 are straight routes. All other movement are diverging. Straight routes	50	40
			Diverging routes	30	30
			To and from yard lead	10	10
			MP 35.2—35.5 (Geneva)	50	50

### Yard Limits:

Chicago—MP 17.0

Rule 90—Minimum flagging distance—1½ miles

ABS: Tracks 1, 2, 3 and 4 Clinton St.—Western Ave.  
Tracks 1, 2 and 4 Western Ave.—Kedzie  
Tracks 1 and 2 Kedzie—Kenton Ave.  
Kenton Ave.—HM

ATC: Tracks 1, 2, 3 and 4 Clinton St.—Noble St.  
Tracks 1, 2 and 4 Noble St.—Western Ave.  
Tracks 1 and 2 Western Ave.—Kenton Ave.  
Kenton Ave.—Geneva

CTC: JN—HM  
Track 2 HM—NI  
NI—Geneva

Rule D-83 does not apply at Noble St., Western Ave., Kedzie, Kenton Ave., Vale, JN, Provo Jct., HM and NI. At these stations an inferior train may proceed on signal indication unless otherwise instructed.

Rule 83(A)—Chicago is a register station for Eastward passenger trains only. Eastward passenger trains will register by register ticket and will leave register ticket and delay report at commuter control.

Rule 83(B) does not apply at Kedzie. All First Class trains originating at West Chicago Yard will receive a clearance at West Chicago Yard.

Geneva  
Eastward passenger trains must communicate with train dispatcher before leaving Geneva.

Proviso  
Westward trains originating within the Proviso yards obtain clearance at Proviso.

Special Instructions continued next page.

# GENEVA SUBDIV— SUBURBAN AND ILLINOIS DIVISION

Main tracks in operation and current of traffic on three or more tracks: Beginning with south track as No. 1, tracks are numbered consecutively to the north, except between Lathrop Ave. and Vale the south track is A-1.

- (a) Clinton St.—Kedzie; 4 MT  
Track 1—Westward  
Track 2—Eastward  
Track 3—Westward  
Track 4—Eastward
- (b) Kedzie—Harding Ave. (MP 4.5); 4 MT  
Track 1—Westward  
Track 2—Eastward  
Track 3—Westward  
Track 4—Eastward
- (c) Harding Ave.—Kenton Ave.; 3 MT  
Track 1—Westward  
Track 2—Eastward  
Track 3—Eastward
- (d) Kenton Ave.—Lathrop Ave.; 3 MT  
Track 1—Westward  
Track 2—Movements in either direction on signal indication, per Rule 261.  
Track 3—Eastward
- (e) Lathrop Ave.—Vale; 4 MT  
Track A-1—Westward  
Track 1—Westward  
Track 2—Movements in either direction on signal indication, per Rule 261.  
Track 3—Eastward
- (f) Vale—JN; DT
- (g) JN—HM; 2 MT—CTC
- (h) HM—NI; 3 MT  
Track 1—Westward  
Track 2—CTC  
Track 3—Eastward
- (i) NI—WX; 3 MT—CTC
- (j) WX—Geneva; 2 MT—CTC

**Movement Against the Current of Traffic:**

- (a) Clinton St. and Noble St.  
Movement against the current of traffic on tracks 1, 2, 3 and 4 may be made on signal indication.
- (b) Noble St. and Western Ave.  
Movement against the current of traffic on tracks 3 and 4 may be made on signal indication.
- (c) Western Ave. and Kedzie  
Movement against the current of traffic on track 3 may be made on signal indication.
- (d) Movement against the current of traffic on tracks 1, 2 and 4 may be arranged by

control operators upon authority of and as directed by the train dispatcher.

(d) **Kedzie and JN**  
Trains or engines may be operated against the current of traffic between Kedzie and JN under positive block in advance of movement, interlocking to interlocking. Such movement will be authorized by the train dispatcher and/or operators and switchtenders. Such movements against current of traffic will be made at Restricted Speed on signal indication without train orders. Before proceeding, instructions must be repeated to the employee authorizing the movement by the conductor or engineer to insure full understanding.

**Between Harding Ave. and Kedzie,** movements against the current of traffic on tracks 3 and 4 may be authorized by the operator at Kedzie as directed by the train dispatcher.

**Between Kenton Ave. and Harding Ave.,** movements against the current of traffic on track 3 may be authorized by the train dispatcher.

(e) **Between HM and Signal Bridge at MP 16.5 and between NI and Wheaton**

Movements against the current of traffic on track 3 may be made at Restricted Speed without train orders when authorized by the train dispatcher to service the Elmhurst Stone Co. at MP 16.8 and F.E. Wheaton at MP 25.0. Para. (D) Additional Speed Restrictions—in Rules Section of this timetable apply. All instructions from the train dispatcher must be repeated to insure correct understanding.

**Rule 16 (Addition)—**Ordinances prohibits sounding engine whistle within City of Chicago, and between Chicago and Winfield Inclusive. See additional instructions on Whistling—Suburban Territory as shown on page 0 and Rule 15 (Addition) in Rules Section of this timetable.

**Additional Special Instructions Page 15.**

**Proviso** is a designated terminal in the application of Air Brake Rule 401.

**Maximum Wt:**  
Clinton St.—HM (Proviso) ... 263,000 lbs.  
HM (Proviso)—Geneva ... 315,000 lbs.

**A HIGH LOAD DETECTOR** governing eastward freight movements only is located on tracks one (1) and two (2) east of JN at MP 11.6, Geneva Subdivn.

Automatic approach lighted high load indicators at Maywood MP 10.5, and east of River Forest MP 9.5 will display three lunar lights horizontally for "STOP-Inspect train" indication and will govern eastward freight movements on all tracks.

A "Stop-Inspect train" Indication will indicate that there is one or more suspected excessive height cars in the train. The train must be stopped as promptly as is consistent with safety and the location of high car in train, however, under no circumstances may a high car be moved under Soo Line bridge at MP 9.4. After train is stopped for inspection, it must not proceed unless safe to do so—per Rule 713(C). This must be determined either by visual inspection or through communication between a crew member and train dispatcher.

**Notice:** Due to clearance restrictions at "JN", eastward trains with cars exceeding 17 feet 2 inches ATR, MUST NOT handle such cars on the main track east of "HM". (Covered Tri-levels exceed this height.)

# STERLING SUBDIV—ILLINOIS DIVISION

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts	Length of Stringings
		↓	↑		
0032	0.0	GENEVA	⊗	35.5	...
...	1.7	GX	⊙	37.2	...
0040	8.5	ELBURN		44.0	...
0033	12.5	MEREDITH		48.0	5816
...	13.0	MW	⊙	48.5	...
0041	15.1	MAPLE PARK		50.6	...
0042	19.9	CORTLAND	⊙	55.4	...
0046	22.8	DE KALB	⊙ ⊙ ⊙ ⊙	58.3	...
...	27.5	MA	⊙	63.0	...
0047	28.8	MALTA		64.3	...
...	32.3	HX	⊙	67.8	...
0048	34.2	CRESTON		69.7	...
...	37.8	RX	⊙	73.3	...
0049	39.3	ROCHELLE ⊗ BN	⊙ ⊙ ⊙	74.8	...
0050	43.5	FLAGG	⊙	79.0	...
...	46.5	AE	⊙	82.0	...
0051	48.2	ASHTON		83.7	8371
0052	52.5	FRANKLIN GROVE		88.0	...
0053	57.4	NACHUSA	⊙	92.9	...
0054	62.4	DIXON		97.9	...
...	67.5	NQ	⊙	103.0	...
0056	68.8	NELSON	⊙ ⊙ ⊙ ⊙	104.3	...
...	69.8	NJ	⊙	105.1	...
...	73.7	⊗ BN	⊙	109.2	...
0057	74.0	STERLING Y	⊙ ⊙ ⊙	109.5	...
0058	77.5	GALT	⊙ ⊙ ⊙	113.0	...
0059	79.3	AGNEW	⊙	114.8	...
0060	83.1	ROUND GROVE		118.6	4756
0061	88.3	MORRISON		123.8	...
0062	92.1	UNION GROVE		127.6	...
...	99.8	⊗ MILW	⊙	135.3	...
0065	100.3	EAST CLINTON		135.8	...
...	100.5	MISSISSIPPI RIVER BR.	⊙ ⊙	136.0	...
...	102.1	FIFTH STREET ⊗ MILW	⊙ ⊙	0.4	...
0100	103.8	CLINTON	⊙ ⊙ ⊙	2.2	...

**Yard Limits:**  
MP 109.0—114.0  
MP 135.0—Clinton

**2 Main Track ATC**  
No. 1 CTC—Geneva to NJ  
Westward—NJ to Clinton  
No. 2 CTC—Geneva to Nelson  
Eastward—Nelson to Clinton

**Rule 83(A)—**Sterling and DeKalb are register stations only for trains originating and terminating.

**Rule 99—**Minimum flagging distance 1 1/2 miles.

**Rule 99—**Minimum flagging distance when moving against the current of traffic 1 mile.

\*Track No. 1—ATC-CTC  
Track No. 2—ATC

Special Instructions on next page



# STERLING SUBDIVN—ILLINOIS DIVISION

## SPEED RESTRICTIONS (In MPH) Between Geneva and Clinton

	Track 1		Track 2	
	TOFC Trains	Other Trains	TOFC Trains	Other Trains
Maximum .....	70	60	70	60
MP 37.2 GX— Diverging .....	35	30	35	30
MP 48.5 MW— Diverging .....	35	30	35	30
MP 55.5 Cortland— Diverging .....	35	30	35	30
MP 57.5—59.0 .....	50	50	50	50
MP 63.0 MA— Diverging .....	35	30	35	30
MP 67.8 HX— Diverging .....	35	30	35	30
MP 73.3 RX— Diverging .....	35	30	35	30
MP 75.3 BN— Crossing .....	40	35	40	35
MP 82.0 AE— Diverging .....	35	30	35	30
MP 92.9 Nachusa— Diverging .....	35	30	35	30
MP 97.0—100.0 Curves .....	45	45	45	45
MP 98.2—Dixon Town Track—All Movements 5 MPH				
MP 103.0 NQ— Diverging .....	35	30	35	30
MP 104.3 (Nelson) Tracks 1 and 2				
Straight .....	70	60	70	60
Diverging .....	10	10	10	10
MP 105.1 (NJ) Tracks 1 and 2				
Straight .....	60	60	40	40
Diverging .....	10	10	10	10
MP 107.9—109.2 .....	60	50	40	40
MP 109.2—109.6 .....	50	40	40	40
MP 135.3—135.9 .....	35	35	35	35
MP 135.9—0.0 Miss. River Br .....	30	30	30	30
Loaded unit train (40 cars or more) must not exceed the following maximum speeds on Sterling Sub: 10 MP on Tracks 1 and 2 between MP 0.0 and MP 135.9.				
MP 0.1—2.2 .....	30	30	30	30
5th Street Crossovers .....	30	30	30	30

Freight trains may operate at "TOFC" train speeds between Geneva and Clinton provided they meet the minimum standards below:

1. Leading unit has ATC device set for increased speeds and Brake Pipe Feed Valve set for 90 lbs.

2. Consist of all roller bearing equipped cars exclusive of caboose.
3. Consist of all TOFC/COFC or multi-level automobile carrying cars or any combination thereof exclusive of caboose.

**Note (a)**—TOFC/COFC means Trailers/Containers on flat cars.

**(b)**—When handling such trains, conductors must know that engineer has been so advised. Conductors must inform train dispatcher prior to leaving terminal, of any speed restrictions applying to their train; if because of equipment, state car and car number.

**Rule 83(B)** does not apply at Geneva.

**Rule 15 (Addition)**—Ordinances prohibit sounding engine whistle within city limits of Dixon.

### Hot Box Detectors:

- MP 46.3 (Elburn) Tracks 1 and 2
- MP 64.3 (Malta) Tracks 1 and 2
- MP 87.6 (Franklin Grove) Tracks 1 and 2
- \*MP 113.8 (Galt) Track 1 only
- \*\*MP 118.6 (Round Grove) Track 2 only

\*Westward trains on track 1 must stop and call Train Dispatcher from telephone at MP 118.6 (Round Grove) unless communication has been received authorizing train to proceed.

\*\*Eastward trains on track 2 must stop and call Train Dispatcher from telephone at MP 114.8 (Agnew) unless communication has been received authorizing train to proceed.

**A Dragging Equipment Detector** has been installed on track 1 and track 2 at the approach signals between HX and RX at MP 70.3. A yellow strobe light is mounted on top of the signal mast of signal 701 and 704, located on the south side of track 1. If the yellow strobe light becomes activated, the train must stop and inspect for anything dragging or derailed.

**Spur Track** extends 5.4 miles from DeKalb to Sycamore (Sta. No. 0043) Maximum Speed 10 MPH. Maximum Wt. 263,000 lbs. Flag over State and Pleasant Streets in DeKalb and over all grade crossings in Sycamore.

**Additional Special Instructions on next page.**

Maximum Wt: 315,000 lbs.

# SUBURBAN AND ILLINOIS DIVISIONS

## INSTRUCTIONS GOVERNING AUTOMATIC TRAIN CONTROL BETWEEN CHICAGO AND CLINTON

Except as provided below, in ATC territory the locomotive unit or cab car from which the train brakes are controlled shall be equipped with operative train control apparatus.

**(a)** Between Chicago and Kedzie, engines without cars, transfer movements, movements to and from the Wisconsin Division, back-up movements and trains being handled with ATC device cut out due to failure en route, may be operated without train control in effect, being governed by signal indication, not exceeding Restricted Speed.

**(b)** Between Kedzie and Elmhurst, engines without cars, transfer movements, engines not equipped with ATC, or ATC equipped engines or cab cars incurring an ATC failure, may be operated at a speed not exceeding 40 MPH, being governed by automatic block signal indications and a positive block established in advance of the movement. In connection with the movements described in this paragraph, a Stop and Proceed signal, Rule 240B, shall be considered a Stop signal, Rule 240A, thereby establishing a positive block to the next signal and Rule 509 will apply. At interlockings when Rule 608 is in effect, Rule 509 will also apply.

**(c)** Non-equipped engines in switching service may be operated on the main track between Chicago and Elmhurst, between Dixon and Nelson, between Nelson and Sterling, between East Clinton and Clinton, and at West Chicago, DeKalb, Dixon, Nelson, Sterling and Clinton within switching limits; in accordance with signal indications, not exceeding restricted speed.

**(d)** Between Kedzie and Nelson when movements to and from repair shops for inspection and repairs are made with engines not equipped with ATC or in the event of ATC equipped engines incurring an ATC failure enroute, conductor or engineer will communicate with the train dispatcher by the quickest available means of communication and further movement of the train or engine will be as directed by the train dispatcher.

The train dispatcher is authorized to establish and direct positive block, in advance of the movement, interlocking to interlocking or station to station.

Such movements under positive block may be authorized and made without train orders. Before proceeding, instructions must be repeated by conductor or engineer to insure correct understanding.

**(e)** Between Nelson and Clinton when movements to and from repair shops for inspection and repairs are made with engines not equipped with ATC or in the event of ATC equipped engines incurring an ATC failure enroute, they must be protected by positive block in advance movement station to station and crews must obtain permission

to proceed and be governed by instructions of the train dispatcher. Movements must not exceed Restricted Speed until the train dispatcher has been contacted and his instructions received.

**(f)** Sperry rail detector cars, except when testing, must operate under the same instructions applicable to movements made with engines not equipped with train control.

**(g)** Between Chicago and West Chicago, in the event of train control failure on a passenger train in suburban service equipped with radio, the crew must immediately report the failure to the train dispatcher by radio. The train dispatcher is authorized to establish positive block in advance of the movement without train orders. The train dispatcher will instruct the crew by radio on what basis to proceed, in accordance with Rule 533 (A) or (B). After positive block is established in advance of the movement, the train dispatcher will issue authority to the train in the following form: "You may proceed under positive block protection \_\_\_\_\_ to \_\_\_\_\_." These instructions must be repeated by the engineer to insure correct understanding.

**(h)** Between Elmhurst and Clinton, when train control device becomes inoperative on engine, movement must be made in accordance with Rule 533, or as directed by special instructions issued by proper authority.

**(i)** ATC main track test sections are located as follows:

Lake St.— Tracks 1 to 4 Inc., starting 200 feet west of Bridge "A", extending westward 100 feet.

Provo Jct.— On IHB connection track east of bridge.

Elmhurst— Track No. 1 at York Road. Signal must indicate proceed to get proper ATC test.

West Chicago—

    Eastward— North main track at yard office.

    — Downtown lead.

    — Belvidere Subdivision.

    Westward— South main track at WX.

DeKalb— Eastward— Connecting track from Troy Grove Subdivision.

MP 94.5— Westward— 1.6 miles west of Nachusa on tracks 1 and 2.

MP 113.6— Eastward— 1.2 miles east of Agnew on eastward track.

Nelson— Eastward— No. 2 wye.

    Westward— West wye at NJ.

## BELVIDERE SUBDIVN—ILLINOIS DIVISION

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts	Length of Sidings
		↓	↑		
0031	0.0	WEST CHICAGO	.....	30.3	...
...	1.9	⊗ C&NW	.....	32.2	...
0067	9.1	SOUTH ELGIN	.....	39.4	...
...	10.9	ELGIN JCT.	.....	41.0	...
...	12.4	WEST ELGIN	.....	42.5	...
0072	25.4	HUNTLEY	.....	55.5	1529
0073	32.6	UNION	.....	62.7	...
0074	36.0	MARENGO	.....	66.1	1462
0075	42.0	GARDEN PRAIRIE	.....	72.1	...
0076	50.4	BELVIDERE	.....	80.5	...
0077	54.1	CHERRY VALLEY	.....	84.2	...
0080	62.7	ROCKFORD	.....	93.5	...

**SPEED RESTRICTIONS (in MPH)**  
 Maximum ..... 40  
 MP 41.7—43.5 ..... 10  
 MP 77.0—93.5 ..... 10

**Yard Limits:**  
 West Chicago—34.0  
 MP 40.3—45.5  
 MP 77.0—93.5 Rockford

**Rule 97** does not apply between Elgin Jct. and West Elgin and between Belvidere and Rockford.

**Rule 99**—Minimum flagging distance 3000 feet.

**Westward approach signal at MP 39.5** is used in connection with absolute signal of B-35 interlocking located on Dundee Subdivision of Wisconsin Division.

**Mulford Crossing:**  
 During hours of darkness, flag protection must be provided for all trains and engines operating over Mulford Road crossing located at MP 86.7 between Cherry Valley and Rockford.

At Rockford, a self-propelled trolley car operated by the Rockford Park District uses C&NW track between Jefferson Street and Auburn Street between May 1 and October 31.

During this period, crews operating over this trackage must determine that trolley car is in its parking area near Jefferson Street and must secure gate near Jefferson Street across trolley cars lead with C&NW special lock. Upon leaving this trackage, C&NW special lock must be unlocked.

**West Chicago:**  
 Trains and engines must obtain permission from West Chicago yard before entering yard limits on Belvidere Subdivision main track at West Chicago. This applies to trains and engines arriving, leaving or passing through West Chicago.

**Spur Track** extends 5.8 miles from MP 32.2 to St. Charles (Sta. No. 7122). Maximum speed 10 MPH. Maximum weight 263,000 lbs. Stop and flag over Ohio Street crossing on track serving Swift Co. at St. Charles.

**Maximum Wt:**  
 West Chicago—Belvidere ..... 263,000 lbs.  
 Belvidere—Rockford ..... 210,000 lbs.

## TROY GROVE SUBDIVN—ILLINOIS DIVISION

Station Numbers	Miles	SOUTH STATIONS NORTH		Mile Posts
		↓	↑	
0046	0.0	DE KALB	.....	26.7
3011	5.1	ELVA	.....	31.8
...	12.2	⊗ BN	.....	38.9
3017	19.5	ROLLO	.....	46.2
3020	25.7	EARLVILLE	.....	52.4
3022	33.4	TRIUMPH	.....	60.1
3024	37.1	TROY GROVE	.....	63.8

**SPEED RESTRICTIONS (in MPH)**  
 Between DeKalb and Troy Grove  
 Maximum ..... 40  
 MP 38.3—38.9 ..... 20\*  
 MP 38.9 BN crossing ..... Stop\*\*

MP 38.9—39.2 ..... 20\*  
 MP 51.7—52.8 ..... 20\*  
 MP 63.8—64.3 ..... 10

\*Indicates that restriction applies only until engine of train has passed limits of restriction.

\*\*Interlocking BN crossing at MP 38.9 is protected by absolute signal controlled by BN train dispatcher at Aurora, and hand operated derails. Crew member must communicate with BN train dispatcher from phone box and be governed by his instructions before operating derails.

**Yard Limits:**  
 DeKalb—MP 29.5  
 MP 51.0—53.0  
 MP 63.0—Troy Grove

**Rule 99**—Minimum flagging distance 3000 feet.

**Rule 99(D)** applies.

Between BN crossing MP 52.4 (Earlville) and 0.5 miles north of Earlville—Main track used jointly by C&NW and BN.

**Maximum Wt:** 263,000 lbs.

## ELM SUBDIVN—ILLINOIS DIVISION

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts	Length of Sidings
		↓	↑		
3132	4.7	EAST PEORIA	.....	...	...
...	3.4	BRIDGE JCT.	.....	...	...
3131	2.1	ADAMS ST.	.....	82.0	...
3030	0.3	PEORIA JCT.	.....	80.2	...
...	0.0	MOLITOR JCT.	.....	486.0	...
3191	2.7	MAXWELL	.....	483.3	...
3192	7.5	HANNA CITY	.....	478.5	...
3194	12.5	TRIVOLI	.....	473.5	...
3200	13.7	ELM	.....	472.3	...
3195	15.5	CRAMERS	.....	470.5	4151
3196	18.6	FARMINGTON	.....	467.4	...
3197	23.7	MIDDLE GROVE	.....	462.3	...

**SPEED RESTRICTIONS (in MPH)**  
 Between Adams Street and Peoria Jct.  
 Maximum ..... Red. speed not to exceed ..... 10

Between Molitor Jct. and Middle Grove  
 Maximum ..... 30  
 MP 486.0—483.3 ..... 10

**Yard Limits:**  
 MP 82.4—79.9  
 MP 486.0—482.1  
 MP 475.0—470.5  
 MP 463.5—Middle Grove

**Rule 97** does not apply between Trivoli and Cramers, and between Maxwell and Adams Street.

**Rule 99**—Minimum flagging distance 3000 feet.

**Rule 99(D)** applies.

**ABS:** Maxwell—Molitor Jct.  
 Between East Peoria and Adams Street C&NW operates over P&PU and must obtain permission from P&PU train dispatcher to enter this track. All train movements between Peoria Jct. and Adams Street must be authorized by the C&NW dispatcher.

For movements from Adams St. Yard, a member of the crew must communicate with train dispatcher for permission to enter the St. Louis Subdivn. at Peoria Jct. and must specify route to be used.

Between Peoria Jct. and Molitor Jct. trains operate via St. Louis Subdivn.

**Train Location Reports (line-ups)** not issued between Molitor Jct. and Adams Street.

**Eastward Trains from Elm Subdivn.** must contact train dispatcher before leaving Maxwell and must specify route to be used.

**Elm Mine**—Each track is equipped with a cable car which is painted a bright yellow. Cars must not be spotted closer than 5 car lengths to the cable car. Before coupling into loaded cars, it must be determined that the cable car has been disconnected. The cable car must not be coupled to or moved. Engines must not be operated beyond the tipple.

The auxiliary track adjacent to the lead track from Elm to Elm Mine cannot be used between crossover and south switch.  
**Maximum Wt:** 315,000 lbs.

## INGALTON SUBDIVN—ILLINOIS DIVISION

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts	Length of Sidings
		↓	↑		
7106	0.0	VILLA PARK	.....	18.5	...
7107	2.4	LOMBARD	.....	20.9	...
7109	7.1	CAROL STREAM	.....	25.6	...
7111	12.2	INGALTON	.....	30.7	5319
...	13.3	EJ&E JCT.	.....	31.8	...
0031	14.5	WEST CHICAGO	.....	...	...

**SPEED RESTRICTIONS (in MPH)**  
 Maximum ..... 10

**Rule 83(B)**—Trains whose initial subdivn. station is West Chicago yard must obtain clearance at West Chicago.

**Rule 97** does not apply.

Trains must communicate with West Chicago Yard before entering Belvidere Subdivn.

Trains and engines approaching all grade crossings between EJ&E Jct. and Villa Park which have automatic crossing protection must be prepared to stop short of these crossings, and movement must not be made over the crossing until it is known that the automatic protection is operating or the movement is protected by a member of the crew.

**Maximum Wt:** 263,000 lbs.

# ST. LOUIS SUBDIV—ILLINOIS DIVISION

Station Numbers	Miles	Rule 261 Applies Between Peoria Jct. and Mollitor Jct.		Mile Posts	Length of Sidings
		SOUTH STATIONS	NORTH		
0056	0.0	NELSON Y	ⓅⓄⓁⓂⓂ	N 0.0	...
...	4.4	Ⓧ BN	ⓄⓄⓂ	N 4.4	...
...	14.7	Ⓧ BN	Ⓞ	N 14.7	...
3109	24.0	MANLIUS		N 24.0	12,784
3118	44.9	STORAGE		N 44.9	10,099
3123	57.8	SPEER		N 57.8	4,737
3127	72.1	PIONEER	ⓄⓄⓄ	N 72.1	...
...	77.1	POTTSTOWN		N 77.1	...
3129	78.2	LIMESTONE Y		N 78.2	...
...	80.0	MOLLITOR JCT.	ⓁⓂ	N 80.0	...
3130	80.3	PEORIA JCT.	ⓁⓂ	0.0	...
...	84.3	P&PU	Ⓞ	4.0	...
3126	86.0	SOMMER	Ⓞ	5.7	6,248
...	89.1	ILLINOIS RIVER BR.	ⓄⓁ	8.8	...
3135	93.5	SOUTH PEKIN Y	Ⓞ	13.2	...
3139	106.6	ALLEN		26.3	6,914
3147	131.7	BARR Ⓧ C&M	ⓄⓄⓄⓄⓄ	51.4	11,057
3151	143.6	ARCHER		63.3	3,608
...	162.8	VIRDEN JCT.	Ⓞ	82.5	...
3160	163.6	VIRDEN		83.3	11,050
3169	185.1	MONTEREY JCT.	Ⓞ	104.8	...
3171	192.0	BENLD	ⓄⓄⓄⓄ	111.7	5,683
3176	199.5	Ⓧ N&W	Ⓞ	119.2	...
3181	200.1	DE CAMP		119.8	...
3183	214.5	EDWARDSVILLE		134.2	...
3177	215.5	LE CLAIRE		135.2	3,425
3178	219.4	GLEN		139.1	...
3186	224.3	STALLINGS		144.0	8,215
3187	226.8	GRANITE CITY	Ⓞ	146.5	...
...	228.1	Ⓧ A&S	Ⓞ	147.8	...
3188	229.6	MADISON	ⓄⓄⓄⓄⓄ	149.3	...

### SPEED RESTRICTIONS (In MPH)

Maximum	49
MP N 2.9 (Spring Switch)	30
MP N 4.4 (Over BN)	40
MP N 14.7 (Over BN)	40
MP N 60.5—N 62.3 (Curves)	40
MP N 67.0—N 66.5 (Curves)	40
MP N 71.6 Over Spring Switch, North End of Double Track, Pioneer, Northward	25
MP N 71.6—N 77.1 Between Pioneer and Pottstown	30
MP N 77.1 Over Spring Switch, South End of Double Track, Pottstown, Northward	25
Southward	30
MP N 77.1—N 80.0 (Curves)	40
MP N 80.0 Mollitor Jct. Straight	30
Diverging	10

MP 0.0 Peoria Jct. Straight	30
Diverging	10
MP 0.0—3.7 Curves (Peoria Jct. & P&PU)	30
MP 3.7—5.8 (Sommer) Res. Speed	
MP 8.7—9.0 Bridge 1731	30
MP 14.1 (Over Switch)	10
MP 50.6—52.1	30
MP 119.2 (Over N&W)	40
MP 119.8 (Over Switch)	30
MP 130.5—133.0 (Curves)	40
MP 133.5—139.8 (Curves & Crossings)	30
Monterey Jct. to Wilson and Mine Tracks	10
<b>Yard Limits:</b>	
MP N 0.0—N 3.0 (Nelson)	
MP N 71.0—0.0 (Pioneer—Peoria Jct.)	
MP 3.7—6.2 (P&PU—Sommer)	
MP 12.0—15.5 South Pekin	
MP 140.7—Madison	

### Intermediate stations and industry tracks between stations:

Sta. No.	M.P.
3103 Van Petten	N 6.9
3105 Hahnman	N 11.7
3106 Normandy	N 16.8
3113 Buda	N 34.4
3116 Morse	N 41.4
3119 Broadmoor	N 46.7
3121 Camp Grove	N 51.3
3125 Akron	N 63.6
3141 Luther	33.8
3145 Sweetwater	44.0
3146 Culver	47.1
3153 Lick	70.7
3155 Compro	77.7
3163 Glrard	87.4
3165 Nilwood	90.8
3167 Womac	99.8
3178 Worden	123.5

### Hot Box Detectors:

Location	Telephones
MP 16.9 (Normandy)	MP 11.8 (Northward trains)
MP 51.2 (Camp Grove)	MP 24.0 (Southward trains)
	MP 44.5 (Northward trains)
MP 43.9 (Sweetwater)	MP 57.1 (Southward trains)
MP 68.1 (Lick)	MP 37.8 (Northward trains)
MP 90.9 (Nilwood)	MP 49.5 (Southward trains)
MP 123.3 (Worden)	MP 63.3 (Northward trains)
	MP 73.0 (Southward trains)
	MP 87.4 (Northward trains)
	MP 94.9 (Southward trains)
	MP 119.8 (Northward trains)
	MP 128.2 (Southward trains)

All trains must stop and call train dispatcher from telephones shown above unless radio communication has been received authorizing train to proceed.

### Spring Switches:

- \*MP 2.9—Nelson, for inbound lead
- \*MP 21.8—North end Manlius
- \*MP 44.5—North end Storage
- \*MP 71.7—Pioneer, for southward track
- \*MP 77.1—Pottstown, for northward track
- \*MP 48.3—Barr, north end of siding

\*Spring switch indicators are in place one-half to one mile in advance of and govern facing-point movement over spring switch. These are not to be considered as automatic block signals and they do not indicate whether or not the track is occupied between the indicator and the spring switch.

**Double track:** Pioneer—Pottstown  
**ABS:** Pioneer—Peoria Jct. (Southward absolute signal at Peoria Jct. governs only through interlocking limits.)

Glen—MP 147.7 (A&S Crossing)

Between Pottstown and Pioneer movements against the current of traffic may be made on verbal authority from the train dispatcher.

The dispatcher's instructions must be repeated.

**P&PU and ATSF** operate between MP 3.7 and 5.8 without Form G train orders and must obtain permission from train dispatcher before entering St. Louis Subdiv. All trains and engines must move at Restricted Speed through these limits.

**South Pekin:** Northward trains must not leave South Pekin until permission has been obtained from the train dispatcher through the operator at the Illinois River Bridge. The conductor must contact the operator by telephone if possible for this permission.

### Automatic Interlocking at MP 147.8 (A&S)

Rule 613 does not apply. The following applies:

When a train or engine is stopped by a STOP indication at the absolute signal and no conflicting movement is evident, the movement will be governed as follows:

Crew member will depress push button mounted on the mast of the governing absolute signal. Signal may clear. If signal does not change its indication after expiration of a 5 minute time interval and no conflicting movement is evident, train or engine will pull by absolute signal and stop before fouling conflicting route, wait 5 minutes then if no conflicting movement is evident, proceed at Restricted Speed through the interlocking limits.

**Rule 63(B)**—Northward trains originating at Madison, Granite City or Stallings receive a clearance from Madison.

**Rule 83(B)** does not apply to trains and engines operating exclusively between Madison and Stallings.

**Rule 97** does not apply between Peoria Jct. and Mollitor Jct., and between Madison and Stallings. Trains and engines must obtain permission from the train dispatcher through Madison Yard before entering territory between Madison and Stallings and will be governed by instructions received from Madison. Northward movements must report to Madison when clear of Stallings.

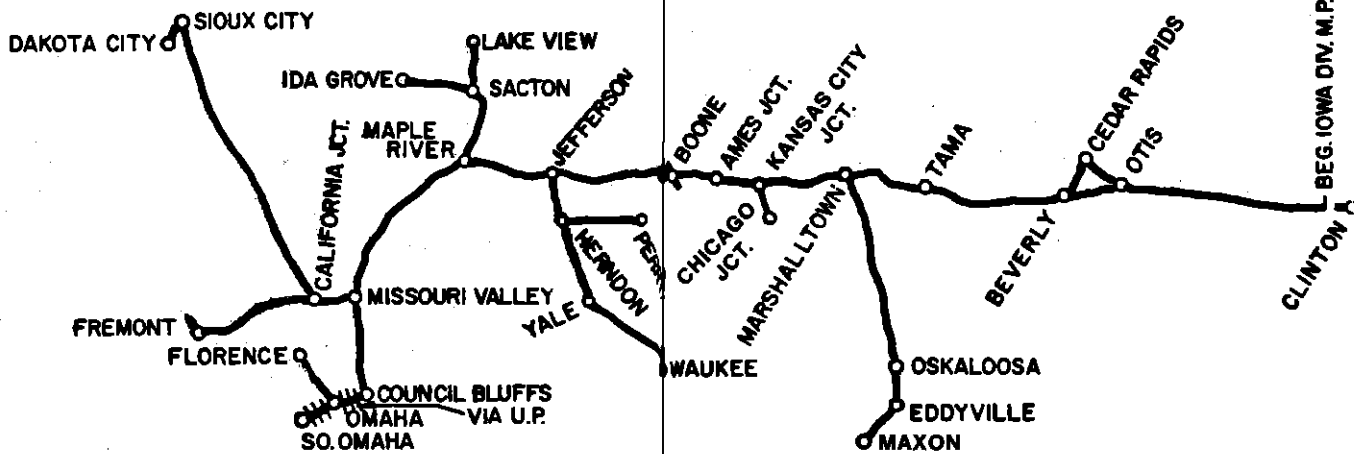
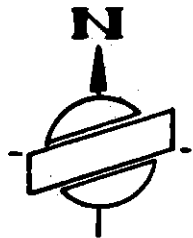
**Rule 99**—Minimum flagging distance 1 mile. **Train Location Reports** (line-ups) not issued between Glen and Madison.

**Spur Track** extends 5 miles from Monterey Jct. to Monterey Mine, No. 1 (Sta. No. 3170). Maximum speed 5 MPH. Maximum weight 315,000 lbs.

**Spur Track** extends 7 miles from Sommer to Iowa Jct. ATSF timetable and rules govern.

**Maximum Wt:** 315,000 lbs.





**IOWA DIVISION**

# EAST IOWA SUBDIVN—IOWA DIVISION

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts	Length of Sidings
		↓	↑		
100	0.0	(CLINTON Y... @CCK@R@)		2.1	YARD
102	7.5	7.5	LOW MOOR	9.6	...
104	17.1	9.6	DEWITT	19.2	...
105	22.9	5.8	GRAND MOUND	25.0	...
106	28.4	5.5	CALAMUS	30.5	...
107	32.8	4.4	WHEATLAND	34.9	...
108	37.6	4.8	LOWDEN	39.7	W7200
110	44.3	6.7	CLARENCE	46.4	...
111	49.5	5.2	STANWOOD	51.6	...
114	54.8	5.3	MECHANICSVILLE	56.9	...
115	62.0	7.2	LISBON	64.1	...
118	75.7	13.7	OTIS	77.8	...
...	76.5	0.8	CEDAR RIVER BR.	78.6	...
...	80.3	3.8	CIC	82.4	...
109	80.7	0.4	BEVERLY	86.3	YARD
122	84.4	3.7	FAIRFAX	90.0	...
123	91.8	7.4	NORWAY	97.4	...
124	95.2	3.4	WATKINS	100.8	...
125	100.7	5.5	BLAIRSTOWN	106.3	E5450
127	110.8	10.1	BELLE PLAINE	116.4	YARD
128	117.4	6.6	CHELSEA	123.0	...
131	127.3	9.9	TAMA	132.9	E7300 W7550
134	137.2	9.8	LE GRAND	142.8	...
...	142.9	5.7	E. MARSHALLTOWN	148.5	...
136	145.7	2.8	MARSHALLTOWN	151.3	YARD
...	146.2	0.5	CNW	151.8	...
...	148.3	2.1	W. MARSHALLTOWN	153.9	...
137	153.1	4.8	LAMOILLE	158.7	...
138	159.8	6.7	STATE CENTER	165.4	...
142	167.9	8.1	COLO	173.5	...
143	175.0	7.1	NEVADA	180.6	...
...	175.9	0.9	KANSAS CITY JCT.	181.5	...
144	179.4	3.5	AMES	185.0	YARD
145	183.4	4.0	AMES JCT.	189.0	...
147	188.8	3.4	ONTARIO	192.4	...
150	198.8	9.8	BOONE	202.2	YARD

### SPEED RESTRICTIONS (In MPH)

	DOUBLE TRACK ATC				MP 153.9 (thru crossover)	DOUBLE TRACK ATC			
	Westward Track		Eastward Track			Westward Track		Eastward Track	
	TOFC Trains	Other Trains	TOFC Trains	Other Trains		TOFC Trains	Other Trains	TOFC Trains	Other Trains
Maximum	70	60	70	60		30	30	30	30
MP 0.0—3.0	30	30	30	30	MP 181.5				
MP 3.0—7.0	..	..	40	40	(Kansas City Jct. thru crossover and connection switch)	30	30	30	30
MP 71.4—73.6	60	50	60	50	MP 182.1 (thru crossover and connection switch)	30	30	30	30
MP 78.6—78.9 (Cedar River Bridge)	40	40	..	..	MP 188.3—189.3	40	40	40	40
MP 113.7—116.8	45	40	45	40					
MP 132.9 (Tama thru crossover)	30	30	30	30					
MP 150.6—154.6	50	50	50	50					

# EAST IOWA SUBDIVN—IOWA DIVISION

Trains may operate at "TOFC" train speeds between Clinton and Boone provided they meet the minimum standard below:

- Leading unit has ATC device set for increased speeds and Brake Pipe Feed Valve set for 90 lbs.
- Consist must be of all TOFC/COFC, multi-level automobile carrying cars or automobile parts cars \* or any combination thereof exclusive of caboose.

\* If any automobile parts cars have plain bearings (friction bearings) they must be serviced and released by the car department for the higher speeds.

**Note (a)**—TOFC/COFC means Trailers/Containers on flat cars.

**(b)**—When handling such trains, conductors must know that engineer has been so advised. Conductors must inform train dispatcher prior to leaving terminal, of any speed restrictions applying to their train; if because of equipment, state car and car number.

### Yard Limits:

- Clinton—MP 8.0
- MP 76.4—88.5
- MP 147.0—153.9
- MP 182.0—190.0
- MP 198.0—Boone

### ATC: Clinton—Boone

- ATC MB Test Sections:
- WB-MP 32.9
- EB-MP 195.4

**Non-ATC equipped engines** in switching service may be operated at restricted speed on the main track between Otis and Fairfax, between Kansas City Jct. and Ames Jct.; at Marshalltown and Boone.

**Double Track** in operation between Clinton and Boone except Cedar River Bridge between MP 78.6—78.9. Control operator—Dispatcher through the operator at Beverly.

**Movements against the current of traffic** must be authorized by the train dispatcher.

**Between Dewitt and Grand Mound**—Track known as Vertex Spur at MP 22.7 is to be used only for spotting chlorine gas. Other cars must not be set out on this track.

**Spur Track** extends 8.6 miles between Beverly and Otis via Cedar Rapids. (Sta. No. 120.) Trains and engines must not exceed 10 MPH. Maximum Wt: 263,000 lbs.

**Spur Track** extends 1.9 miles from Tama to MP 1.9. Trains and engines must not exceed 10 MPH. Maximum Wt: 220,000 lbs.

### Marshalltown:

Permission must be obtained from train dispatcher through the operator before using the crossover switches between the East Iowa Subdivn. westward track and the Des Moines Subdivn. main track at MP 151.9 and at MP 153.9.

Westward trains or engines encountering delays which would result in a running time in excess of six minutes between "Approach Clearing" sign located at MP 149.1 and "Approach Re-Clear" sign located at MP 151.4 must proceed prepared to stop short of westward absolute signal of Marshalltown interlocking.

Authority for movement from the Waterloo Subdivn. to the East Iowa Subdivn. main track at MP 150.0 must be obtained from the dispatcher through the operator at Marshalltown.

### Hot Box Detectors and Indicators:

Detectors	Locations	Indicators	EW (MP)	WW
MP 24.9	(G. Mound)	21.0	28.7	
MP 57.9	(Mc-Ville)	Radio	Radio	
MP 92.8	(Fairfax)**	Radio	Radio	
MP 127.9	(Chelsea)***	Radio	Radio	
MP 173.3	(Colo)****	Radio	Radio	

\*MECHANICSVILLE—Eastward trains must stop at MP 53.75. Westward trains must stop at Lisbon, and call train dispatcher unless radio communication has been received authorizing train to proceed.

\*\*FAIRFAX—Eastward trains must stop at MP 87.5. Westward trains must stop at Norway, and call train dispatcher unless radio communication has been received authorizing train to proceed.

\*\*\*CHELSEA—Eastward trains must stop at Chelsea. Westward trains must stop at Tama, and call train dispatcher unless radio communication has been received authorizing train to proceed.

\*\*\*\*COLO—Eastward trains must stop at MP 169.1. Westward trains must stop at 176.6 unless radio communication has been received authorizing train to proceed.

### Normal Position of Junction Switches:

Otis, Beverly, Marshalltown, Ames Jct. and Kansas City Jct.—for the East Iowa Subdivn.

### Location of Facing Point Crossover Switches:

- MP 3.2—Clinton (Mill Creek)
- MP 6.5—Between Clinton and Low Moor
- MP 12.7—Between Low Moor and Dewitt
- MP 25.0—Grand Mound
- MP 34.9—Wheatland
- MP 39.7—Lowden
- MP 56.9—Mechanicsville
- MP 77.8—Otis
- MP 86.4—Beverly
- MP 92.5—Between Fairfax and Norway
- MP 102.0—Between Watkins and Blairstown
- MP 117.4—Belle Plaine
- MP 127.8—Between Chelsea and Tama
- MP 135.6—Between Tama and LeGrand
- MP 148.5—Between LeGrand and E. Marshalltown
- MP 153.9—Between Marshalltown and W. Marshalltown
- MP 170.1—Between State Center and Colo
- MP 182.1—Kansas City Jct.
- MP 185.4—Ames
- MP 189.3—Ames Jct.

**Rule 83(A)**—Marshalltown is a register station only for trains originating or terminating.

**Ames Jct. and Kansas City Jct.**—Trains must obtain permission from the Boone Dispatcher before occupying the East Iowa Subdivn.

**D-152**—Crews must obtain instructions and permission from the dispatcher before crossing over to the opposite main track to clear for a superior train or to avoid delay to a more important following train. Rule 513 applies.

**Rule 513 (City of Ames)** does not apply to switches governing movements to main tracks at MP 188.75 located between Clark and Kellogg streets.

Before any switches are operated, it must be ascertained from the Boone dispatcher that there are no opposing trains on the main tracks.

**Ames Jct.**—Crossing protection at Kellogg Street at MP 188.6 must be started manually when trains are operating on lead track to or from westward track or the Ankeny Subdivn. main track.

**Ames Jct. (Control operator)**—Dispatcher at Boone.

**Rule 99**—Minimum flagging distance 1 1/2 miles.

**Maximum Wt:** 315,000 lbs.

**WEST IOWA SUBDIVN—IOWA DIVISION**

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts	Length of Sidings
		↓	↑		
150	0.0	BOONE Y.....	Ⓢⓐⓐⓐⓐⓐ	202.2	YARD
		9.3			
152	9.3	OGDEN.....		214.5	
		5.4			
153	14.7	BEAVER.....		219.9	
		5.2			
154	19.9	GRAND JCT.....	ⓐⓐ	225.1	
		6.7			
155	26.6	JEFFERSON.....	Ⓢⓐⓐ	231.8	
		8.8			
157	35.4	SCRANTON.....		241.0	
		4.9			
158	40.3	RALSTON.....		245.9	
		4.8			
160	44.9	GLIDDEN.....		250.5	
		7.9			
162	52.8	CARROLL.....	Ⓢⓐⓐⓐⓐⓐ	258.4	E2700
		4.0	Y		W5000
163	56.8	MAPLE RIVER.....	ⓐ	262.4	
		6.0			
164	62.8	ARCADIA.....		268.4	
		3.1			
165	65.8	WEST SIDE.....		271.5	
		6.0			
166	71.9	VAIL.....		277.5	
		8.9			
168	80.8	DENISON.....	Ⓢⓐ	286.4	
		4.7			
9869	85.5	WEST DENISON.....	ⓐ	291.1	
		2.0			
169	87.5	ARION.....		293.1	
		2.8			
171	90.1	DOW CITY.....		295.7	
		7.6			
173	97.7	DUNLAP.....		303.3	
		0.8			
9870	98.5	EAST DUNLAP.....	ⓐ	304.1	9000
		1.8			
9871	100.3	WEST DUNLAP.....	ⓐ	305.9	
		7.2			
175	107.5	WOODBINE.....		313.1	
		0.6			
9872	108.1	EAST WOODBINE.....	ⓐ	313.7	13000
		2.8			
9873	110.7	WEST WOODBINE.....	ⓐ	316.3	
		4.9			
176	115.6	LOGAN.....		321.2	
		6.0			
9874	121.6	E. MISSOURI VALLEY.....	ⓐ	327.2	
		2.2			
178	123.8	MISSOURI VALLEY.....	Ⓢⓐⓐⓐⓐ	329.4	YARD
		0.2			
...	124.0	MISSOURI VALLEY JCT.....	ⓐⓐⓐ	329.6	
		0.5		0.4	
...	124.5	NORTH WYE.....	ⓐⓐⓐ	0.9	
4703	129.5	CALIFORNIA JCT.....	ⓐⓐⓐ	5.8	5200
		7.3			
6007	136.8	BLAIR.....	Ⓢ	13.2	
		7.0			
6012	143.8	KENNARD.....		20.2	
		0.2			
9875	144.0	EAST KENNARD.....	ⓐ	20.4	10000
		2.1			
9876	146.1	WEST KENNARD.....	ⓐ	22.5	
		7.3			
6017	153.4	ARLINGTON.....		29.8	6350
		5.4			
9877	158.8	EAST FREMONT.....	ⓐ	35.2	
		1.8			
6023	160.6	FREMONT Y.....	Ⓢⓐⓐⓐⓐⓐ	37.0	YARD

**WEST IOWA SUBDIVN—IOWA DIVISION**

**SPEED RESTRICTIONS (In MPH)**

**Between Boone and W. Denison**

	DOUBLE TRACK ATC			
	Westward Track		Eastward Track	
	TOFC Trains	Other Trains	TOFC Trains	Other Trains
Maximum.....	70	60	70	60
MP 202.4—203.7.....	45	45	60	60
MP 207.4—207.9.....	45	35	45	35
MP 231.4—232.5.....	50	50	..	..
MP 257.6—258.4.....	35	35	55	55
MP 291.1 (Switch-W. Denison).....	40	40	..	..

**Between W. Denison and East Missouri Valley**

	SINGLE TRACK ATC-CTC			
	TOFC Trains		OTHER Trains	
Maximum.....	70	60	..	..
MP 320.9—321.4.....	50	50	..	..

Trains must not exceed 30 MPH through turnouts and on controlled sidings at Woodbine and Dunlap. (30 MPH to include Coal and Grain trains.)

**Between East Missouri Valley and Missouri Valley Jct.**

	TWO TRACK ATC/CTC			
	Track No. 1		Track No. 2	
	TOFC Trains	Other Trains	TOFC Trains	Other Trains
Maximum.....	60	50	40	40
MP 327.2 (Switch-E. Mo. Valley).....	..	..	40	40
MP 329.0—329.6.....	40	40	40	40
MP 329.9 (thru crossover).....	40	40	40	40

**Between Missouri Valley Jct. and Blair**

	SINGLE TRACK CTC			
	TOFC Trains		OTHER Trains	
Maximum.....	70	60	..	..
MP 0.4—1.3.....	40	40	..	..
MP 11.1—13.2 (Blair).....	40	40	..	..

**Between Blair and East Fremont**

	SINGLE TRACK CTC			
	TOFC Trains		OTHER Trains	
Maximum.....	60	60	..	..
MP 13.2 (Blair)—14.6.....	35	35	..	..
MP 16.5—16.7 (curve).....	50	45	..	..
MP 20.7—20.9 (curve).....	50	45	..	..
MP 23.9—24.3 (curve).....	40	40	..	..
MP 27.0—27.3 (curve).....	55	50	..	..
MP 29.6—30.6 (curve).....	40	40	..	..

Trains must not exceed 30 MPH through turnouts and on controlled Siding at Kennard. (30 MPH to include Coal and Grain trains.)

Trains and engines must not exceed 25 MPH through turnouts at East Fremont.

Trains and engines may operate at Reduced Speed not to exceed 25 MPH on South 1 track and between East Fremont and MP 35.6 (Luther Road) on North 1 track in Fremont Yard.

Trains may operate at "TOFC" train speeds between Boone and Fremont provided they meet the minimum standard below:

- Leading unit has ATC device set for increased speeds and Brake Pipe Feed Valve set for 90 lbs.
  - Consist must be of all TOFC/COFC, multi-level automobile carrying cars or automobile parts cars \* or any combination thereof exclusive of caboose.
- \* If any automobile parts cars have plain bearings (friction bearings) they must be serviced and released by the car department for the higher speeds.

**Note (a)** —TOFC/COFC means Trailers/Containers on flat cars.

**(b)** —When handling such trains, conductors must know that engineer has been so advised. Conductors must inform train dispatcher prior to leaving terminal, of any speed restrictions applying to their train; if because of equipment, state car and car number.

**Yard Limits:**

Boone—MP 208.0  
MP 257.0—262.5  
MP 35.2—Fremont

**CTC:** West Denison—East Fremont  
Control Operator at Missouri Valley.

**ATC:** Boone—Missouri Valley Jct.

ATC MT Test Sections:  
WB-MP 223.6 (Grand Jct.)  
EB-MP 0.8 (North Wye)

**High Bridge (No. 615)**—When absolute signal displays "Stop" indication, C.C. Rule 509 and ATC Rule 530 apply. Only one train may occupy this bridge at any time.

**Dragging equipment detectors** governing movements over the high bridge are located at MP 213.8 for eastward track and at MP 204.7 for westward track. Lunar indicator lights for these detectors together with absolute signals are located at MP 207.9 for eastward track and at MP 207.3 for westward track respectively. When either absolute signal displays "Stop" indication and if lunar light is illuminated, train must stop and not be moved until entire train has been inspected for dragging equipment. After inspection has been made, push button at lunar light must be operated to extinguish light.

**Grand Jct.**—Trains entering the West Iowa Subdivn. from the Tara Subdivn. must protect by flagging 13th, 16th and 19th streets until crossings are occupied.

**Jefferson**—Authority for movement from the Yale Subdivn. to the West Iowa Subdivn. must be obtained from the dispatcher.

**Non ATC equipped engines** in switching service may be operated on the main track at Boone and between Carroll and Maple River within yard limits.

**Double Track** in operation between Boone and West Denison.

**Movements against the current of traffic** between Boone and West Denison must be authorized by the train dispatcher.

**Central Divn.** trains must obtain permission from train dispatcher before entering West Iowa Subdivn.

**Wall Lake Subdivn:** Trains must obtain permission from train dispatcher before entering West Iowa Subdivn.

**West Iowa Subdivn.** trains may enter Sioux City Subdivn. at California Jct. for meeting or passing of trains when authorized by the Control Operator.

**SD Type engines** must not be operated on the "River track" at Blair.

**Logan/Arlington**—Trains and engines must not use the Siding at Arlington or House Track at Logan for meeting or passing of trains account switches not equipped with electric locks.

**Hot Box Detectors and Indicators:**

Detectors	Locations	Indicators
		EW (MP) WW
MP 219.7 (Beaver)*	radio	radio
MP 251.5 (Glidden)**	radio	radio
MP 308.0 (Dunlap)***	305.9	311.3

\*BEAVER—Eastward trains must stop at Ogden, Westward trains must stop at Grand Jct., and call train dispatcher unless radio communication has been received authorizing train to proceed.

\*\*GLIDDEN—Eastward trains must stop at Ralston, Westward trains must stop at phone at MP 255.7 and call train dispatcher unless radio communication has been received authorizing train to proceed.

\*\*\*DUNLAP—Westward indicator light at MP 311.3 will display a yellow aspect on signal and a red aspect on absolute signal at East Woodbine (MP 313.7) when train inspection must be made.

Eastward Indicator light at MP 305.9 will display a yellow aspect on signal and a red aspect on absolute signal at East Dunlap (MP 304.2) when train inspection must be made.

When these aspects are displayed, crew member must call either operator at Missouri Valley or train dispatcher for instructions.

Special Instructions continued on next page



## WEST IOWA SUBDIVN—IOWA DIVISION

**Spur Track** extends northward 1.5 miles from Boone to MP 41.0 and southward 4.7 miles from Boone to MP 47.2. Flag protection must be provided over Story street crossing at Boone. Maximum Speed 10 MPH. Maximum Wt. 210,000 lbs.

**Spur Track** extends southward 1.8 miles from Carroll to MP 423.5. Maximum Speed 10 MPH. Maximum Wt. 263,000 lbs.

**Spur Track** extends southward 1.7 miles from Blair to MP 100.3. Maximum Speed 10 MPH. Maximum Wt. 263,000 lbs.

**Normal Position of Junction Switches:**  
Grand Jct., Jefferson, Maple River and Fremont for West Iowa Subdivn.

**Location of Facing Point Crossover Switches:**  
MP 202.4—Boone  
MP 224.1—Grand Jct.  
MP 229.3—Between Grand Jct. and Jefferson  
MP 231.3—Jefferson  
MP 240.9—Scranton  
MP 250.6—Between Ralston and Glidden  
MP 262.2—Maple River  
MP 277.5—Vail

**Rule 83(A)**—Carroll is a register station only for trains originating or terminating.

**Rule 83(B)**—Westward trains enroute Wall Lake Subdivn. obtain clearance at Carroll.

**Rule 83(B)** Trains entering the Council Bluffs Subdivn. at Mo. Valley Jct. and North Wye need not obtain a clearance at Mo. Valley if train order signal is clear.

**D-152**—Crews must obtain Instructions and permission from train dispatcher, before crossing over to the opposite main track to clear for a superior train or to avoid delay to a more important following train. Rule 513 applies.

**Rule 513** does not apply to eastward trains using 9th street crossover at Boone.

Before any switches are operated it must be ascertained from the train dispatcher that there are no opposing trains on the westward main track.

**Rule 99**—Minimum flagging distance 1 1/2 miles.

**Maximum Wt:** 315,000 lbs.

## NORTH OMAHA SUBDIVN—IOWA DIVISION

Station Numbers	Miles	SOUTH STATIONS NORTH		Mile Posts	Length of Sidings
		↓	↑		
2236	0.0	FLORENCE.....	.....	118.3	3150
6600	4.1	NORTH OMAHA.....	.....	122.4	YARD

**SPEED RESTRICTIONS (in MPH)**

Maximum ..... 10

**Rule 83(B)** does not apply.

**Rule 97** does not apply.

Between Cass St., North Omaha and Summit at Omaha, C&NW trains and engines operate over the Union Pacific and

are governed by UP-Bridge Subdivn. rules for employes of tenant lines.

**Normal Position of Junction Switches:**  
North Omaha—for North Omaha Subdivn.

**Train Location Reports** (line-ups) not issued.

**Maximum Wt:** 263,000 lbs.

## COUNCIL BLUFFS SUBDIVN—IOWA DIVISION

Station Numbers	Miles	SOUTH STATIONS NORTH		Mile Posts	Length of Sidings
		↓	↑		
...	0.0	MISSOURI VALLEY JCT. ①②④	.....	329.6	...
...	0.4	SOUTH WYE.....	.....	330.0	...
...	2.2	S. MISSOURI VALLEY.....	.....	331.8	...
180	4.4	LOVELAND.....	.....	334.0	...
...	17.4	N. COUNCIL BLUFFS.....	.....	347.0	...
183	20.3	COUNCIL BLUFFS.....	.....	349.9	YARD

**SPEED RESTRICTIONS (in MPH)**

Maximum ..... 60

MP 329.6—330.2

(SW) ..... 30

(NW) ..... 30

MP 330.0 (Switch—So. Wye diverging route)

(NW) ..... 25

MP 330.2—331.8

(SW) ..... 30

(NW) ..... 40

MP 331.8 (Switch—So. Mo. Valley diverging route)

(NW) ..... 40

MP 347.0 (Switch—No. Co. Bluffs diverging route)

(SW) ..... 30

MP 347.0—348.9

(SW) ..... 30

(NW) ..... 40

MP 348.9—350.4

(SW) ..... 10

(NW) ..... 10

MP 0.9 (No. Wye)—MP 330.0 (So. Wye) switches and W. Wye track connecting West Iowa and Council Bluffs Subdivns. .... 25

**Yard Limits:**

MP 329.6—331.8

MP 347.0—Co. Bluffs

**ATC-MT** test section at MP 341.9.

**Double Track ATC** MP 329.6—331.8 between Mo. Valley Jct. and So. Mo. Valley.

**Single Track ATC-CTC** MP 331.8—347.0 between So. Mo. Valley and No. Co. Bluffs.

**Double Track ATC** MP 347.0—348.9 between N. Council Bluffs and Council Bluffs.

**CTC** West leg of Wye between North Wye and South Wye.

**Control Operator** at Missouri Valley.

**Non-ATC equipped engines** in freight or switching service may be operated on main track between Council Bluffs and N. Council Bluffs within Yard Limits.

**Non-ATC equipped engines** in freight service may be operated on main track between S. Missouri Valley and N. Council Bluffs in accordance with CTC signal indication and between Missouri Valley Jct. and S. Missouri Valley within Yard Limits.

**Movements against the current of traffic:** Between Missouri Valley Jct. and S. Mo. Valley must be authorized by the control operator at Missouri Valley.

Between N. Council Bluffs and Council Bluffs must be authorized by the Yardmaster at Council Bluffs.

**Rule 83(B)**—Trains entering the West Iowa Subdivn. at Missouri Valley Jct. and No. Wye need not obtain a clearance at Missouri Valley if train order signal is clear.

**Train Location Reports** (line-ups) not issued.

**Council Bluffs:**

Between 9th St. Council Bluffs and Summit at Omaha, C&NW trains and engines operate over the Union Pacific and are governed by UP-Bridge Subdivn. rules for employes of Tenant Lines.

**Spring Switch:**

Council Bluffs—North end of Lake Lead, normal position for northward track.

**Rule 99**—Minimum flagging distance 1 1/2 miles.

**Maximum Wt:** 315,000 lbs.

## SIoux CITY SUBDIVN—IOWA DIVISION

Station Numbers	Miles	SOUTH STATIONS NORTH		Mile Posts	Length of Sidings
		↓	↑		
4738	0.0	SIoux CITY.....	.....	76.3	Yard
...	1.6	BN.....	.....	74.7	...
...	2.4	ICG.....	.....	73.9	3500
...	5.8	STOCK YARDS.....	.....	70.5	...
4735	7.9	WICKHAM SPUR.....	.....	68.4	5800
4730	15.4	SERGEANT BLUFF.....	.....	60.9	...
4727	21.5	SALIX.....	.....	54.8	4450
4723	29.8	SLOAN.....	.....	48.5	4150
0320	37.6	WHITING.....	.....	38.7	2600
4719	44.1	ONAWA.....	.....	32.2	6100
4720	48.3	BLENCOE.....	.....	28.0	...
4715	53.2	LEWIS-CLARK SPUR.....	.....	23.1	...
0395	59.7	RIVER SIoux.....	.....	16.6	6350
4707	66.1	MONDAMIN.....	.....	10.2	...
4703	70.4	MODALE.....	.....	5.9	...
		CALIFORNIA JCT. Y ①②④	.....		

**SPEED RESTRICTIONS (in MPH)**

Maximum ..... 50

MP 76.3—74.5

Red. speed not to exceed ..... 10

MP 74.5—73.3 ..... 30

**At California Jct:**

East leg of wye and switches in connection with ..... 25

West leg of wye ..... 10

**Yard Limits:**

Sioux City—MP 65.2

MP 7.7—California Jct.

**ABS:** Stock Yards—California Jct.

**CTC:** Both legs of wye at California Jct.

Control operator located at Missouri Valley.

West Iowa Subdivn. trains may enter Sioux City Subdivn. at California Jct. for meeting or passing trains when authorized by the Control operator.

**Spur track** extends 7.7 miles from Sergeant Bluff (MP 0.0) to the IPS facilities (MP 7.7). Maximum speed 10 MPH. (10

MPH to include Coal trains). Maximum Wt: 263,000 lbs.

**At IPS**—Sergeant Bluff, crews using the "Loop" track are not to enter the heater house except when they are inside an engine cab with doors and windows closed.

**Normal Position of Junction Switch:**  
Sergeant Bluff is for the Sioux City Subdivn.

**Hot Box Detector:**  
MP 35.5 (Onawa) NW trains must stop at Onawa and SW trains must stop at Blencoe, and call train dispatcher unless radio communication has been received authorizing train to proceed.

**Rule 97** does not apply between Sioux City and Sergeant Bluffs.

Trains and engines must obtain permission from the yardmaster or operator at Sioux City before entering this territory.

**Rule 99**—Minimum flagging distance 1 mile. **Maximum Wt:** 263,000 lbs.

## NEVADA SUBDIVN—IOWA DIVISION

Station Numbers		SOUTH STATIONS	NORTH	Mile Posts and Miles
0140	CTC	KANSAS CITY JCT. ....	①③④	0.0
0141				1.9
		CHICAGO JCT. ....	①③④	1.9

ATC—MT Test Section: Mp 0.6.

Trains must obtain permission from the train dispatcher at Boone before entering this Subdivn.

Trains must obtain permission from the train dispatcher at Mason City before entering Iowa Falls Subdivn.

Trains must obtain permission from the train dispatcher at Boone before entering East Iowa Falls Subdivn.

Maximum Wt: 315,000 lbs.

### SPEED RESTRICTIONS (In MPH)

Maximum ..... 30  
Wye tracks ..... 30

CTC—Kansas City Jct—Chicago Jct.

### Train Location Reports (line-ups) not issued.

### Normal Position of Junction Switches:

Kansas City Jct.—for Clinton Subdivn.  
Chicago Jct.—for Iowa Falls Subdivn.

## DAKOTA SUBDIVN—IOWA DIVISION

Station Numbers	Miles	WEST STATIONS	EAST	Mile Posts
4738	0.0	SIoux CITY. ....	②③④⑤⑥	...
	2.3	FLOYD ..... Y		1.2
Between Floyd and Ferry C&NW trains and engines operate over BN and are governed by BN Rules and timetable.				
2201	5.5	FERRY ..... Y		4.4
2202	8.2	DAKOTA CITY. ....		7.1

### SPEED RESTRICTIONS (In MPH)

Maximum ..... 10

Rule 97 does not apply.

Train Location Reports (line-ups) not issued.

Maximum Wt: 210,000 lbs.

## WALL LAKE SUBDIVN—IOWA DIVISION

Station Numbers	Miles	SOUTH STATIONS	NORTH	Mile Posts
0307	0.0	IDA GROVE ..... 6.7		38.1
0306	6.7	ARTHUR ..... 5.7		31.4
0305	12.4	ODEBOLT ..... 9.1		25.7
0302	21.5	WALL LAKE ..... 1.1		16.6
0300	22.6	SACTON ..... 8.3	②	15.5
0301	30.9	BREDA ..... 7.2		7.2
0163	38.1	MAPLE RIVER ..... ④		0.0

### SPEED RESTRICTIONS (In MPH)

Maximum ..... 30  
MP 0.0 Jct. .... Stop

### Normal Position of Junction Switches:

Maple River—for West Iowa Subdivn.  
Sacton—for Wall Lake Subdivn.

Spur track extends 3.3 miles from Sacton to Lake View (Sta. No. 0303). Trains and engines must not exceed 10 MPH. Maximum Wt: 210,000 lbs.

Rule 99(D) applies.

Train Location Reports (line-ups) not issued.

Rule 99—Minimum flagging distance 3000 feet.

Maximum Wt: 263,000 lbs.

## SOUTH OMAHA SUBDIVN—IOWA DIVISION

Station Numbers	Miles	NORTH STATIONS	SOUTH	Mile Posts	Length of Sidings
...	0.0	SUMMIT. .... 1.1	①②	0.0	...
6603	1.1	SOUTH OMAHA. .... 2.8	Y	0.8	YARD
...	3.9	MP. .... 2.2	④	3.6	...
6623	6.1	DODGE STREET. ....		5.8	...

### SPEED RESTRICTIONS (In MPH)

Maximum ..... 10

Rule 83(B) does not apply.

Rule 97 does not apply.

Between Summit and Cass St. at N. Omaha C&NW trains and engines operate over UP RR and are governed by UP RR Bridge Subdivn. Rules for Employees of Tenant Lines.

Train Location Reports (line-ups) not issued.

Maximum Wt: 263,000 lbs.

## OSKALOOSA SUBDIVN—IOWA DIVISION

Station Numbers	Miles	SOUTH STATIONS	NORTH	Mile Posts	Length of Sidings
0136	0.0	MARSHALLTOWN (X) C&NW Y	②③④⑤⑥	243.7	YARD
	7.1	DILLON ..... 2.5	Y	250.8	...
2627	7.1	PICKERING. .... 4.6		253.3	6500
2628	9.8	GILMAN ..... 4.5		257.9	...
2629	14.2	NEWBURG ..... 6.4		262.4	...
2630	18.7	GRINNELL (X) IRRIC ..... 11.5	②	268.8	4750
2631	25.1	SEARSBORO. .... 8.9		280.3	...
2633	36.6	NEW SHARON ..... 11.2		289.2	...
2634	45.5	OSKALOOSA. .... 10.8	②	300.4	...
2635	56.7	EDDYVILLE ..... 1.6		311.2	...
2671	67.5	BRIDGEPORT ..... 10.2		313.0	...
2672	69.3	MAXON. ....		323.2	...

### SPEED RESTRICTIONS (In MPH)

Maximum ..... 30  
MP 268.0—269.2  
IRRC Crossing ..... 20  
MP 300.0—Maxon. .... 10

Yard Limits: Marshalltown—MP 244.7

Train Location Reports (line-ups) not issued.

Rule 97 does not apply between Marshalltown and Pickering. Trains and engines must obtain permission from the Train Dispatcher through the Yardmaster at Marshalltown before entering this territory.

Rule 99—Minimum flagging distance 3000 feet.

Rule 99(D) applies.

Maximum Wt: Marshalltown to Bridgeport 263,000 lbs.  
Bridgeport to Maxon ..... 210,000 lbs.

## YALE SUBDIVN—IOWA DIVISION

Station Numbers	Miles	SOUTH STATIONS	NORTH	Mile Posts
0155	0.0	JEFFERSON Y. .... 8.0	④	67.2
8243	8.0	COOPER ..... 5.1		59.2
2808	13.1	HERNDON ..... 5.0	④	54.1
8242	18.1	YALE ..... Y		49.1

### Train Location Reports (line-ups) not issued.

Normal Position of Junction Switches: Jefferson—West Iowa Subdivn.  
Herndon—for Yale Subdivn.

Rule 97 does not apply.

Rule 99(D) applies.

Rule 99—Minimum flagging distance one mile.

Maximum Wt: 263,000 lbs.

### SPEED RESTRICTIONS (In MPH)

Maximum ..... 30  
MP 67.2—67.1 (curve) ..... 10

MP 54.3—54.1 (curve) ..... 10

MP 54.1—48.2 ..... 10

Yard Limits: Jefferson—MP 65.8  
MP 55.0—48.2

## DAWSON SUBDIVN—IOWA DIVISION

Station Numbers	Miles	WEST STATIONS	EAST	Mile Posts	Length of Sidings
2697	0.0	PERRY Y. .... 5.7	④	361.8	YARD
2806	5.7	DAWSON ..... 4.5		367.5	...
2807	10.2	JAMAICA ..... 2.2		372.0	...
2808	12.4	HERNDON Y. .... ④		374.2	7260

### SPEED RESTRICTIONS (In MPH)

Maximum ..... 30  
Perry—MP 364.0 ..... 10

Yard Limits: Perry—MP 364.0  
MP 373.0—375.2

Train Location Reports (line-ups) not issued.

Normal Position of Junction Switches: Perry—for Perry Subdivn.

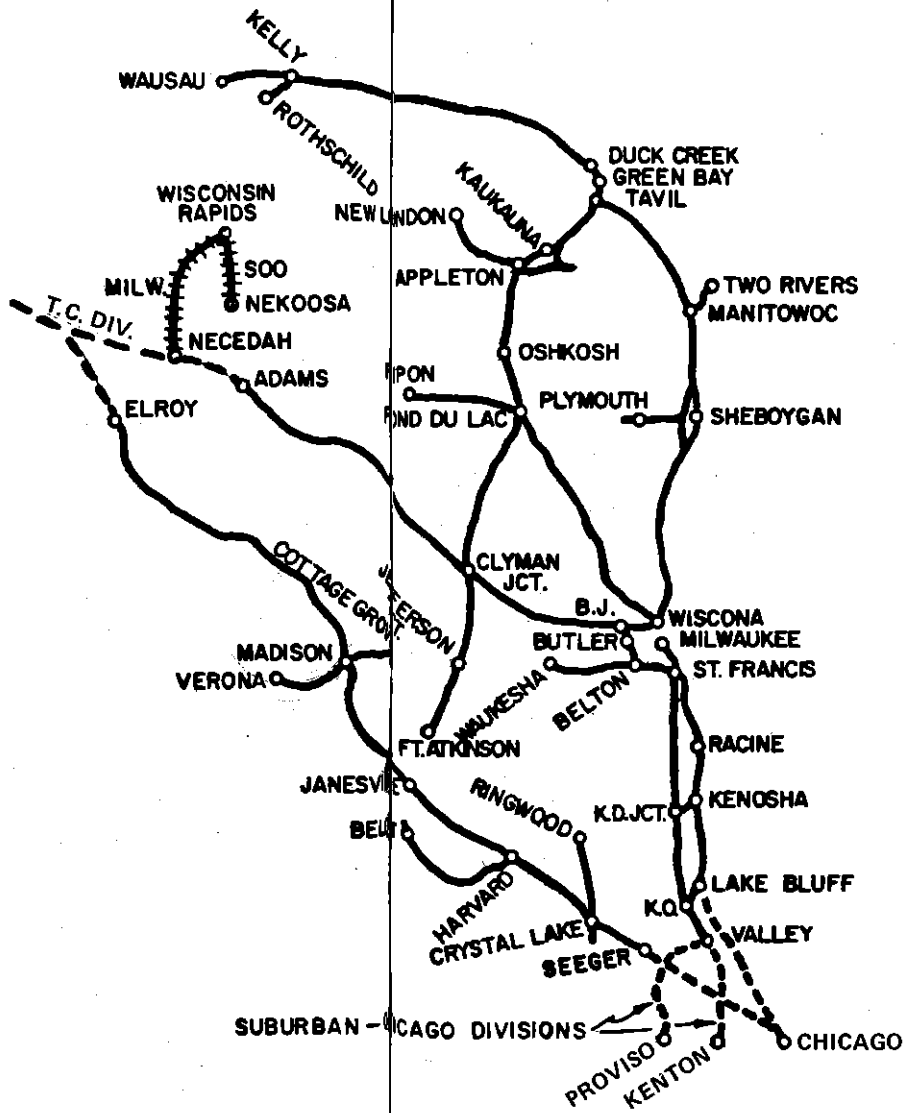
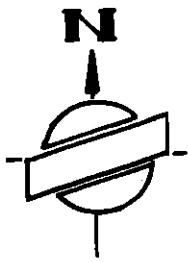
Herndon—for Yale Subdivn.

Rule 97 does not apply.

Rule 99(D) applies.

Rule 99—Minimum flagging distance 1 mile.

Maximum Wt: 263,000 lbs.



**WISCONSIN DIVISION**



# KENOSHA SUBDIVN—SUBURBAN AND WISCONSIN DIVISIONS

# KENOSHA SUBDIVISION SUBURBAN AND WISCONSIN DIVISIONS

Station Numbers	Distance From Chicago	WEST STATIONS	EAST	Mile Posts
0000	0.0	CHICAGO	ⓈⓃⓄⓅ	0.0
	0.3	LAKE ST.	ⓈⓃⓄⓅ	0.3
	0.5	CLINTON ST.	ⓈⓃⓄⓅ	0.5
	2.7	CY MILW	ⓈⓃⓄⓅ	2.7
0501	2.9	CLYBOURN	ⓈⓃⓄⓅ	2.9
0503	3.3	DEERING BR.	Y	3.3
0506	6.5	RAVENSWOOD		6.5
0511	9.4	ROGERS PARK		9.4
0513	11.0	MAIN ST.		11.0
0514	12.0	EVANSTON		12.0
	12.7	CANAL	ⓈⓃⓄⓅ	12.7
0516	13.3	CENTRAL ST.		13.3
0517	14.4	WILMETTE		14.4
0518	15.2	KENILWORTH		15.2
0520	15.8	INDIANA HILL		15.8
0519	16.6	WINNETKA		16.6
0521	17.7	HUBBARD WOODS		17.7
0523	19.2	GLENCOE		19.2
0526	20.5	BRAESIDE		20.5
0525	21.5	RAVINIA		21.5
0527	23.0	HIGHLAND PARK	ⓈⓃⓄⓅ	23.0
0528	24.5	HIGHWOOD		24.5
0529	25.7	FT. SHERIDAN		25.7
0531	28.3	LAKE FOREST	ⓈⓃⓄⓅ	28.3
0532	30.2	LAKE BLUFF	ⓈⓃⓄⓅ	30.2
0549	32.2	GREAT LAKES		32.2
0533	33.2	NORTH CHICAGO		33.2
0534	35.9	WAUKEGAN	Y	35.9
0530	42.1	ZION		42.1
0537	44.5	WINTHROP HARBOR		44.5
0538	51.6	KENOSHA	Y	51.6
0539	60.5	RACINE	Y	60.5
0542	72.6	OAK CREEK	ⓈⓃⓄⓅ	72.6
0543	74.7	SO. MILWAUKEE	Y	74.7
0544	78.2	CUDAHY		78.2
0545	79.9	ST. FRANCIS	ⓈⓃⓄⓅ	79.9

Schedule of first class passenger trains between Chicago and Kenosha are shown in Suburban Division Timetable. Employees whose duties are in any way affected by suburban trains must have a copy of the current Suburban Division Timetable in their possession while on duty.

## SPEED RESTRICTIONS (In MPH)

**Between Chicago and CY**

MP 0.0—0.3	10	10
MP 0.3—0.7	15	10
MP 0.7—2.4	35	10

**Between Chicago and MP 0.6**  
All movements must be made at reduced speed

**MP 2.4—CANAL**

Maximum	70	35
MP 2.4—3.3		
Straight	35	30
Diverging	30	30
MP 3.3—4.2	60	
MP 10.7—11.5		
Tracks 1 and 3	60	
MP 11.5—12.0	60	
MP 12.0	30	30
MP 12.7 Canal		
Straight	60	35
Diverging	30	30

**CANAL—LAKE BLUFF**

Maximum	70	40
MP 12.7—13.9		
Eastward	60	
MP 30.4 Lake Bluff		
Diverging	30	30

**LAKE BLUFF—KENOSHA**

Maximum	70	60
MP 50.8—51.6	60	40

**KENOSHA—ST. FRANCIS**

Maximum	50	
MP 79.9	25	

**Rock and Roll Restrictions**  
do not apply on Westward track  
MP 30.3—38.0  
MP 70.0—74.0

**ABS:** Clinton St.—St. Francis  
**ATS:** Clinton St.—MP 52.1

**Yard Limits:**  
Clinton St.—MP 13.0  
MP 35.2—40.4  
MP 48.4—54.6  
MP 58.0—65.5  
MP 67.7—St. Francis

**Rule 99:** Minimum flagging distance 1 mile.

**Hot Box Detector** located at MP 46.1 (Winthrop Harbor). Eastward trains stop and call train dispatcher from telephone at MP 39.2 unless radio communication has been received authorizing train to proceed.

**National Ave. Spur Track** extends 4.0 miles from St. Francis to Milwaukee (Sta. No. 0547). Max. speed 10 MPH. Max. Wt. 315,000 lbs.  
MP 81.8—ⓈⓃⓄⓅ MILW ⓈⓃⓄⓅ  
MP 82.5—KK River Br. ⓈⓃⓄⓅ  
MP 83.6—Milw. River Br. ⓈⓃⓄⓅ

**Rule 15 (Addition)—**The whistle must be sounded regardless of any whistling ordinance when there is doubt or uncertainty whether or not the whistle should be used. (See Rules section for complete rule.)

Ordinances prohibits sounding engine whistle within city limits of Chicago, Evanston, Wilmette, Highland Park, Highwood, Lake Forest, Waukegan, Zion, South Milwaukee and Milwaukee.

**SUBURBAN TERRITORY—**Between Chicago and Kenosha, whistle must be sounded as prescribed by Rule 15(L) at all crossings at grade that are not protected by operating automatic gate protection.

**GLENCOE—**Passenger trains making scheduled stop are not required to whistle. Other trains must whistle between 6:00 AM and 8:00 PM daily.

**NORTH CHICAGO—**Westward trains whistle for 22nd Street east of station. Eastward trains whistle for crossing just west of station.

**MILWAUKEE—**Whistle for pedestrian crossing at Conway St. north of St. Francis on National Ave. Spur track.

**Rule D-83** does not apply at CY, CANAL and LAKE BLUFF. A signal indication authorizing an inferior train to proceed will indicate that all first class trains due have left unless otherwise instructed by the train dispatcher.

**Rule 83(A)—**Chicago is register station for eastward passenger trains only. Register by Register ticket and leave ticket and delay report at Commuter Control Center. WAUKEGAN and KENOSHA are register stations only for passenger trains originating or terminating. Passenger trains terminating at KENOSHA when communicating office is closed register in yard office and telephone reports to operator at WAUKEGAN.

**Rule 83(B)** does not apply at CY or CANAL. ST. FRANCIS—Eastward trains originating at Butler not required to obtain clearance when train order signal is clear.

**Rule 201(A) (Addition)—**When a clearance is received at CHICAGO, KENOSHA or WAUKEGAN, by suburban crews turning at these stations, train orders annulling a schedule or a section and slow and cautionary orders received on a prior trip or leg of their assignment during the same tour of duty, need not be retained unless otherwise directed.

**Rule 213—**Train orders and clearances will not be furnished the rear trainman on passenger trains in suburban territory.

**Rule 219—**Clearance for suburban trains at initial stations only, Rule 83(B), need not be OK'd by the train dispatcher.

**Main Tracks:** In three or more track districts the tracks beginning with south track (which is No. 1) are numbered consecutively to the north.

**Tracks in Operation:**  
**DOUBLE TRACK** between:  
Canal and St. Francis  
**THREE MAIN TRACKS** between:  
Deering Bridge and Canal  
**FOUR MAIN TRACKS** between:  
Clinton St. and CY

**Use of Main Tracks**  
**CLINTON ST.—CY**  
Track 1—Westward  
Tracks 2, 3 and 4—movements in either direction on signal indication.

**DEERING BRIDGE—CANAL**  
Track 1—Westward  
Track 2—Eastward  
12:01 AM to 12:01 PM  
Westward  
12:01 PM to 12:01 AM  
Track 3—Eastward

**Movements Against The Current of Traffic:**

**BETWEEN CLINTON ST. AND CY AND BETWEEN CY AND DEERING BRIDGE** will be made on signal indications. Control operator must obtain positive block from the next station in advance before clearing signals and make proper record.

**BETWEEN DEERING BRIDGE AND CANAL** movements against the current of traffic may be arranged by and between the control operators at CY and Canal by authority and under the direction of the train dispatcher. A train or engine desiring to move against the current of traffic from an industry or auxiliary track located within this district must communicate with the control operator at either of the designated points by telephone for permission to do so. Before authorizing any movement against the current of traffic, control operators must get instructions from train dispatcher, secure block from the station in advance and make proper record.

**Spring Switches:**  
**WAUKEGAN—**Track 1 east end of coach yard to eastward track—movements governed by absolute signal, instructions are posted in control box located on eastward platform and additional instructions are listed in general order.  
**ST. FRANCIS—**At end of double track. Normal position is for eastward track.

**Automatic Train Stop**  
Main Tracks Equipped:  
Chicago—MP 52.1

(a) Non-equipped engines without cars and non-equipped engines in transfer service and switching service between Chicago and Canal may be operated at not exceeding 40 MPH in accordance with automatic block signal indications and a positive block established in advance of movement.

(b) Non-equipped engines in transfer service and switching service at Waukegan may be operated on the main track within yard limits at not exceeding Restricted Speed and in accordance with automatic block signal indication.

(c) Non-equipped engines may be operated to engine terminals and return for inspection and repairs. Waukegan to Chicago at a speed not exceeding 40 MPH. Such movements must be made in accordance with automatic block signal indications and a positive block established in advance of the movement.

(d) In connection with operation under paragraphs (a) and (c), a Stop and Proceed signal, Rule 240B shall be considered a positive stop signal, thereby establishing a positive block to the next signal and Rule 509 will apply. At interlockings, when Rule 608 is in effect, Rule 509 will also apply.

**Oak Creek—**Trains setting out or picking up at the Wisconsin Electric yard will be governed by light on pole located just east of switch to yard track No. 1. Movements must not be made into this yard unless green light is illuminated. If red light is illuminated, or if neither light is illuminated, a crew member must call the dumper office for instructions on telephone in phone box located on same pole.

Maximum Wt: Chicago—Evanston ..... 232,000 lbs.  
Evanston—Lake Bluff ..... 263,000 lbs.  
Lake Bluff—St. Francis ..... 315,000 lbs.

# HARVARD SUBDIVN—SUBURBAN AND WISCONSIN DIVISIONS

# HARVARD SUBDIVISION SUBURBAN AND WISCONSIN DIVISIONS

Station Numbers	Distance From Chicago	Schedule of first class passenger trains between Chicago and Harvard are shown in Suburban Division Timetable. Employees whose duties are in any way affected by suburban trains must have a copy of the current Suburban Division Timetable in their possession while on duty.		Mile Posts
		WEST STATIONS	EAST	
0000	0.0	CHICAGO	ⓀⓃⓄⓅ	0.0
...	2.7	CY Ⓚ MILW	ⓀⓃⓄⓅ	2.7
0501	2.9	CLYBOURN		2.9
0805	7.0	IRVING PARK		6.7
0607	7.8	MAYFAIR Ⓚ MILW—C&NW	ⓀⓃⓄⓅ	7.6
0614	9.1	JEFFERSON PARK		8.7
0615	10.1	GLADSTONE PARK		9.7
0616	11.4	NORWOOD PARK	Y	11.1
0618	12.6	EDISON PARK		12.3
0621	13.5	PARK RIDGE		13.1
0622	15.0	DEE ROAD		14.6
0623	17.1	DES PLAINES		16.7
8003	17.7	DEVAL Ⓚ SOO—C&NW	ⓀⓃⓄⓅ	17.3
0624	18.6	CUMBERLAND		18.2
0620	18.9	SEEGER	ⓀⓃⓄⓅ	18.5
0625	20.0	MT. PROSPECT		19.6
0627	22.8	ARLINGTON HEIGHTS		22.4
0628	24.4	ARLINGTON PARK		24.2
0630	26.8	PALATINE		26.5
0632	31.9	BARRINGTON	ⓀⓃⓄⓅ	31.5
...	32.3	ⓀE&E	ⓀⓃⓄⓅ	31.9
0635	37.3	FOX RIVER GROVE		37.0
0634	38.6	CARY		38.3
0636	42.8	CRYSTAL LAKE JCT.	ⓀⓃⓄⓅ	42.5
0636	43.2	CRYSTAL LAKE	ⓀⓃⓄⓅ	42.9
0637	46.0	RIDGEFIELD		45.7
0638	51.6	WOODSTOCK	ⓀⓃⓄⓅ	51.3
0640	56.0	HARTLAND		55.7
0641	63.1	HARVARD	ⓀⓃⓄⓅ	62.8

## SPEED RESTRICTIONS (In MPH)

### Between CY and Harvard

Max. Psgr. trains..... 70 except 50 MPH around station platform curves on track No. 1, between Mayfair and Barrington.  
 Max. Freight trains..... 60 except 45 MPH around station platform curves on track No. 1, between Mayfair and Barrington.

MP	Restriction	MP	Restriction
MP 2.4-2.9	Psg. Frt.	MP 17.2-17.4	Deval:
Straight.....	35 30	Track 2 to 1.....	30 25
Diverging.....	30 10	Track 3 to 2.....	30 25
MP 2.7 CY		MP 17.5.....	35 30
Track 3 to 2.....	30 10	MP 18.7 Seeger:	
MP 7.0-7.8.....	45 30	Diverging.....	10 10
MP 7.6 Mayfair:		MP 22.2-22.6.....	40 40
Straight.....	35 30	MP 26.1-26.3.....	40 40
Track 2 to 1.....	30 10	MP 29.0-29.4	
Track 2 to 3.....	35 30	Track 1.....	55 50
MP 16.5-18.9		MP 31.0 Interlocking:	
Straight.....	50 30	Straight.....	50 40
MP 17.2-17.4 Deval:		Diverging.....	35 30
Track 2 to 1.....	30 25	MP 31.0-32.0.....	50 40
Track 3 to 2.....	30 25	MP 37.3 Bridge.....	50 50
MP 17.5.....	35 30	MP 42.5-43.5.....	50 40
MP 18.7 Seeger:		MP 50.5-53.0.....	40 40
Diverging.....	10 10	MP 62.4-63.0.....	30 30
MP 22.2-22.6.....	40 40		
MP 26.1-26.3.....	40 40		
MP 29.0-29.4			

## Rock and Roll Restrictions

Do not apply on  
 TRACK 1 MP 9.5-30.8.  
 WESTWARD TRACK  
 MP 32.0-46.2  
 MP 48.0-51.0  
 EASTWARD TRACK  
 MP 36.1-39.1

## ABS & ATS:

CY—Harvard  
 Yard Limits:  
 Chicago—MP 19.0  
 MP 30.9-33.0  
 MP 42.4-43.6  
 MP 62.0—Harvard

## Rule 99: Minimum flagging distance 1 mile.

Crystal Lake—Eastward trains waiting for trains from McHENRY SUBDIVN. stay west of Signal 778.  
 Maximum Wt:  
 CY—Mayfair  
 ..... 232,000 lbs.  
 Mayfair—Harvard  
 ..... 263,000 lbs.

**Rule 15 (Addition)**—The whistle must be sounded regardless of any whistling ordinance when there is doubt or uncertainty whether or not the whistle should be used. (See Rules section for complete rule.)  
 Ordinances prohibits sounding engine whistle within city limits of: Chicago, Park Ridge, Des Plaines, Arlington Heights, Palatine, Barrington and Fox River Grove.

**SUBURBAN TERRITORY**—Engine whistle must be sounded as prescribed by Rule 15(L) at all crossings at grade that are not protected by operating automatic gate protection.

**Rule D-83** does not apply at CY, Mayfair, Deval and Seeger, nor for eastward trains at Harvard. A signal indication authorizing an inferior train to proceed will indicate that all first class trains due have left unless otherwise instructed by the train dispatcher.

**Rule 83(A)**—CHICAGO is register station for eastward passenger trains only. Register by register ticket and leave ticket and delay report at Commuter Control Center.

**DES PLAINES**—trains terminating at coach yard leave register ticket and delay report at Deval.

**BARRINGTON**—trains terminating at coach yard leave register ticket and delay report in bill box on westward platform.

**HARVARD**—only trains originating or terminating register.

**Rule 83(B)** does not apply at CY.  
**CRYSTAL LAKE JCT.**—Regular trains to or from McHenry Subdivision obtain clearance.

**Rule 201 (A) (Addition)**—When a clearance is received at Chicago, Harvard, Crystal Lake, Barrington or Deval, by suburban crews turning at these stations, train orders annulling a schedule or a section and slow and cautionary orders received on a prior trip or leg of their assignment during the same tour of duty, need not be retained unless otherwise directed.

**Rule 213**—Train orders and clearances will not be furnished the rear trainman on passenger trains in suburban territory.

**Rule 219**—Clearance for suburban trains at initial stations only, Rule 83(B), need not be OK'd by the train dispatcher.

**Tracks In Operation:**  
**DOUBLE TRACK** between:  
 Harvard and Barrington  
**THREE MAIN TRACKS** between:  
 Barrington and CY

**Use of Main Tracks**  
 CY—BARRINGTON  
 Track 1—Westward  
 Track 2—movement in either direction on signal indication per Rule 261.  
 Track 3—Eastward

**Crossover Movements**—trains must not enter track 2 at or use hand throw crossovers at intermediate points between Mayfair and Barrington, except when permission is obtained between Mayfair and Deval through the control operator at Deval or Mayfair interlockings and between Seeger and Barrington through the control operator at Deval or Barrington. Telephones are opposite the center switches of each set of crossovers to center track.

The crossover switches on the center track of each set of crossovers are equipped with mechanical facing point locks having lever which will operate lock on both switches. The operation of this lock will set the automatic signals at STOP on center track in both directions but will not set the automatic signals at STOP on the outside tracks.

The throwing of the switch on the center track will set the automatic signals at STOP on the track toward which this switch leads.

Two block indicators are located at the facing point lever stands; these indicators show the approach of trains on the outside track. At the end of each crossover located on the outside track, are two indicators so connected as to indicate the approach of trains separately from each direction on the center track.

## Movements Against The Current of Traffic:

**BETWEEN CY AND MAYFAIR** movements against the current of traffic may be arranged by and between the control operators at CY and Mayfair by authority and under the direction of the train dispatcher. A train or engine desiring to move against the current of traffic from an industry or auxiliary track located within this district must communicate with the control operator at either of the designated points by telephone for permission to do so. Before authorizing any movement against the current of traffic, control operators must get instructions from train dispatcher, secure block from the station in advance and then make proper record. Conductors of yard engines doing work on auxiliary tracks leading from tracks 1 or 3 between CY and Mayfair, must confer with control operator regarding movements to be made.

## Jurisdiction of Control Operators is as follows:

**MAYFAIR**  
 Track 3—from Mayfair to switch at end of New Yard MP 5.2  
 Track 1—from CY to Mayfair

**CY**  
 Track 3—from CY to switch at east end of New Yard MP 5.2  
**TELEPHONE** for communication with control operators are located:  
 In cabin at Hettler's Lead switch—MP 3.6  
 On Signal bridge 702  
 On post just west of Pulaaki Road—MP 6.4

**Spring Switches:**  
**BARRINGTON**—East end of coach yard eastward track.

**HARVARD**—Junction of Madison and Beloit Subdivisions—Normal position is for Madison Subdivision. Exception: Between Trains No. 808 and 642 and between Nos. 633 and 641 daily except Sat. & Sun., normal position is for Beloit Subdivision.

## Automatic Train Stop

Main Tracks Equipped between CY and Harvard  
**(a)** Non-equipped engines without cars and non-equipped engines with or without cars in transfer and switching service between CY and MP 25.0 west of Arlington Park, may be operated at not exceeding 40 MPH, in accordance with automatic block signals and a positive block established in advance of the movement.

**(b)** Non-equipped engines may be operated to engine terminals and return for inspection and repairs Harvard to CY at a speed not exceeding 40 MPH. Such movements must be made in accordance with automatic block signal indications and a positive block established in advance of the movement.

**(c)** In connection with operation under paragraph (a) and (b), a Stop and Proceed signal, Rule 240B shall be considered a positive stop signal, thereby establishing a positive block to the next signal and Rule 509 will apply. At interlockings, when Rule 608 is in effect, Rule 509 will also apply.

## Engine Restrictions

Class AAA Diesel units are not allowed beyond clearance point on yard tracks at Barrington and Harvard, except as follows:

**BARRINGTON**—Track No. 1 and No. 2 in North Yard may be used for their entire length.

**HARVARD**—Track No. 1 and No. 6 and the Chemung lead may be used for their entire length. Track Nos. 2, 3, 4 and 5 may be used by all classes of power between West switch and Ayer Street only.

**Hot Box Detector** located at MP 47.4 (Ridgefield)  
 Indicator Telephone  
 WW MP 50.6 WW MP 53.5  
 EW MP 43.8 EW MP 42.5

Trains receiving other than "Proceed" indication will, unless otherwise instructed, stop at phone location shown above and call train dispatcher.

**MADISON SUBDIVN—WISCONSIN DIVISION**

Station Numbers	Miles	↓ ↑		Mile Posts	Length of Sidings
		WEST STATIONS	EAST		
0641	0.0	HARVARD Y	ⓐⓑⓒⓓ	62.8	...
	8.1	SHARON	Ⓚⓒⓔ	70.9	3978
0643	8.1				
	7.6	CLINTON JCT. ⊗ MILW Y	ⓐ	78.5	2838
0645	15.7				
	4.0	TIFFANY		82.5	...
0646	19.7				
	5.7	JANESVILLE Y	ⓑⓓⓀ	88.2	...
0648	25.4		ⓓⓑⓀ		
	3.2	Ⓧ MILW	ⓐⓓ	91.4	...
...	28.6				
	6.7	LEYDEN		97.5	2049
0649	35.3				
	9.2	EVANSVILLE Y		106.7	5613
0908	44.5			115.9	
	6.6	BROOKLYN		122.5	...
0910	51.1				
	5.6	OREGON		128.1	7373
0911	56.7				
	9.1	MX ⊗ WIWR	ⓐⓓ	137.3	...
...	65.8				
	1.3	Ⓧ MILW	ⓐ	138.6	...
...	67.1				
	1.7	MADISON	ⓑⓓⓀⓀ	140.3	...
0913	88.8		ⓀⓑⓀ		
	3.2	MENDOTA		143.5	...
0914	72.0				
	4.9	WAUNAKEE		148.4	4847
0915	76.9				
	4.8	DANE		153.2	...
0916	81.7				
	4.8	LODI		158.0	...
0917	86.5				
	10.5	BADGER	ⓓ	168.4	2804
0922	97.0				
	7.0	BARABOO Y	ⓐⓓ	175.5	8506
0923	104.0				
	6.2	NORTH FREEDOM		181.8	...
0925	110.2				
	3.1	ROCK SPRINGS Y		184.8	...
0926	113.3				
	8.3	REEDSBURG		191.2	7934
0927	119.6				
	7.8	LA VALLE		199.0	...
0930	127.4				
	7.1	WONEWOC		206.1	...
0932	134.5				
	2.9	UNION CENTER		208.9	...
0933	137.4				
	3.9	ELROY TY		212.8	...
0934	141.3				

**MADISON SUBDIVN—WISCONSIN DIVISION**

**SPEED RESTRICTIONS (In MPH)**

<b>HARVARD-JANESVILLE</b>	
Maximum	50
MP 63.0 Int. limits, Harvard	10
MP 88.0—88.2	30
<b>JANESVILLE-ELROY</b>	
MP 88.2—91.2	35
MP 91.2—91.6	30
MP 91.7	10
MP 91.7	30
MP 106.1—106.7	30
MP 137.3 WIWR Crossing	Stop
MP 138.6	Stop
	See Note*
MP 138.7—141.0	10
MP 163.8—164.4	30
MP 171.0—177.0	30
MP 184.5—186.3	30
Franklin St., Elroy	10

**Rock and Roll Restrictions** do not apply between MP 78.5 and MP 82.5.

**Yard Limits**

<b>Harvard—MP 64.6</b>	
MP 77.0—79.0	
MP 85.9—91.6	
MP 105.7—118.0	
MP 133.5—146.0	
MP 174.1—176.8	
MP 183.5—186.7	

**Temporary Yard Limits**

211.0—Elroy  
Effective as authorized by form "TY" train order

**ABS:** Harvard—MP 147.3

**BLOCK SIGNAL INDICATORS** are in service at the following locations:

**Westward Signals**

MP 172.2—Rule 240D governs (Inoperative approach signal)  
MP 174.1—Rules 240E and 240P govern  
Block extends to MP 178.4

**Eastward Signals**

MP 180.0—Rule 240D governs (Inoperative approach signal)  
MP 177.4—Rule 240E and 240P govern  
Block extends to MP 172.9

**Consolidated Code Rule 513** applies between MP 172.9 and MP 178.4.

**Between Mendota and MP 146.0** trains switching industries must obtain permission from Operator at Madison before occupying Main Track between these locations.

**Note\***

**Madison—MP 138.7. Street Traffic Light at Blair, E. Wilson and Williamson St. Crossings** approach circuits extend 200 feet on either side of the street crossing and are located between the "R.R. CROSSING—STOP" signs and the crossing. Color light type indicator for both eastward and westward movements will display a red or yellow aspect.

"PUSH BUTTONS" for manual control of the traffic lights are located in a box on the stub post north of MILW main track on either side of the street crossing.

After stop (Rule 98) has been made for the MILW crossing and after Rule 98(A)

has been complied with, movement may proceed toward the street crossing and may occupy street crossing when Yellow indication is received.

If, after entering the approach circuit the indicator continues to display a red indication, a crew member must operate the "PUSH BUTTON".

If, after actuating the "PUSH BUTTON" the indicator continues to display a red indication, the movement may then be made over the street crossing with a crew member acting as a flagman (Rule 103).

**Madison-MP 137.7 Broom St.**—When Eastward absolute signal displays a stop indication, the crossing warning devices do not activate until lead wheels of engine or lead car of train have passed the absolute signal. Crossing must not be fouled until crossing warning devices have operated a sufficient time to afford warning and sound whistle signal 15(L).

**Rule 83(A)**

**HARVARD**—only trains originating or terminating register.

**JANESVILLE**—only trains originating or terminating register. Register ticket is authorized at Janesville with crews in turnaround service.

**Rule 83(B)**

All trains obtain clearance at Madison when office is open.

**Rule 97** does not apply between MX and Mendota.

**Rule 99**—Minimum flagging distance 1 mile.

**Janesville**—Trains meeting at Janesville will be governed by track instructions from yardmaster or operator.

**Janesville Spur Track** extends 3.5 miles between Janesville and MP 94.9. Maximum speed 10 MPH. Maximum Wt: 263,000 lbs. ⊗ MILW ⊙ located at MP 94.3.

**Spring Switches:**

**HARVARD**—Jct. of Madison and Beloit Subdivisions normal position is for Madison Subdivision. Exception: between Psgr trains Nos. 608 and 642 and between Nos. 633 and 641 daily except Sat. & Sun. Normal position is for Beloit Subdivision.

**OREGON**—East end of siding—equipped with facing point lock.

**Hot Box Detectors:**

Location	Telephone
MP 73.7	MP 67.1 (Eastward trains)
(Sharon)	MP 78.4 (Westward trains)

All trains must stop and call train dispatcher from telephone shown above unless radio communication has been received authorizing train to proceed.

**Maximum Wt:** 263,000 lbs.

**Central Soya Spur Track** extends 6.6 miles between MX and MP 89.9. Maximum speed.....10 MPH

**Maximum Wt:** 251,000 lbs.

# McHENRY SUBDIVN—WISCONSIN DIVISION

Station Numbers	Miles	Schedule of first class passenger trains between Crystal Lake Jct. and McHenry are shown in Suburban Division Timetable. Employees whose duties are in any way affected by suburban trains must have a copy of the current Suburban Division Timetable in their possession while on duty.		Mile Posts
		WEST STATIONS	EAST	
0000	...	CHICAGO	...	...
...	0.0	CRYSTAL LAKE JCT.	①②③④	58.0
...	0.4	WEST WYE SWITCH	④	58.4
0090	3.3	TERRA COTTA		61.3
0091	7.8	McHENRY	⑤⑥	65.8
0092	11.2	RINGWOOD		69.2

When necessary to operate an extra train during these hours, or in the event that an extra train fails to clear the main track before these times, such trains must be operated under "Positive Block Protection".

**Rule 99**—Minimum flagging distance 4500 feet.

**Normal Position of Junction Switches:**  
CRYSTAL LAKE JCT.  
for McHenry  
WEST WYE SWITCH  
for McHenry Subdivn.

**McHenry**—Main track occupied by passenger units and empty equipment as follows:

**Weekdays**—until after departure of No. 824 and after arrival of No. 635.

**Saturdays**—until after departure of No. 708 and after arrival of No. 635.

**Sundays and Holidays**—1201am to 1159pm.

Units and equipment are on standby power and must not be coupled to nor moved except by authorized personnel.

**Train Movements to or from Points West of McHenry** are prohibited while main track is so occupied.

**Maximum Wt:** 251,000 lbs.

## SPEED RESTRICTIONS (In MPH)

Maximum	Psg. Frt.
MP 58.0—58.4	20 10
MP 58.4—65.0	35 30
MP 65.0—65.8	15 10
MP 65.8—69.2	— 10

## Yard Limits

**Crystal Lake Jct.**—MP 59.1  
MP 65.4—Ringwood

## Rule 83(A)

**CRYSTAL LAKE JCT.**—Register ticket authorized for passenger trains.  
**McHENRY**—Register station for passenger trains only.

## Rule 83(B)

**CRYSTAL LAKE JCT.**—Regular trains entering or leaving McHenry Subdivn. obtain clearance.

**Rule 99**—Extra trains are prohibited from operating between Crystal Lake Jct. and McHenry Monday through Saturday between the hours of:

601am—801am  
501pm—801pm

During these hours, First Class trains will provide protection when necessary only against other First Class trains.

# NEW LINE SUBDIVN—CHICAGO AND WISCONSIN DIVISIONS

Station Numbers	Miles	WEST STATIONS		Mile Posts	Length of Sidings
		WEST STATIONS	EAST		
0023	0.0	PROVISO	③④⑤ ⑥⑦⑧	...	...
...	2.7	GRAND AVENUE		2.6	...
8001	7.5	BRYN MAWR	①②	7.4	...
8002	11.0	NORMA	①②③ ④⑤⑥	10.9	...
0620	12.3	SEEGER	①②③	12.2	...
8003	12.1	DEVAL ② SOO-C&NW	⑤.5 ⑥.1②③④	12.0	...
...	17.6	SHERMER	①②	17.5	...
8015	21.2	VALLEY	①②	21.2	...
8017	23.4	BLODGETT		23.8	W1285 E3393
8020	29.3	KO	③④⑤⑥	29.7	...
8023	31.5	UPTON ② EJ&E	⑦ ⑧	31.9	YARD
8027	37.8	GURNEE	④ ⑤ ⑥	38.2	...
8035	51.3	BAIN Y	⑦⑧⑨⑩	51.7	YARD
8043	60.4	WAXDALE Y		60.8	...
8045	65.1	KAY		65.5	10016
8050	76.2	AIRPORT	①	76.6	...
8055	78.0	LAYTON AVE.		78.4	...
0545	79.6	ST. FRANCIS	③④⑤⑥⑦	80.1 0.0M	...
0553	82.0	CHASE		2.3M 3.6M	...
1301	83.9	MITCHELL	⑧⑨⑩⑪ ⑫	5.5M	...
1302	86.9	WEST ALLIS		8.5M	...
...	88.5	BELTON	⑬⑭	10.1M	...
5716	94.9	BUTLER	⑮⑯⑰ ⑱⑲	16.5M	...

## SPEED RESTRICTIONS (In MPH)

Maximum	60
MP 2.6—7.2	50
MP 7.2 Bryn Mawr:	
Straight	45
Diverging	35
MP 7.2—10.8	50
MP 10.8—12.3	30
MP 17.5 Shermer:	
Straight	35
Diverging	30
MP 21.2 Valley:	
Diverging	25
MP 29.8 KO:	
Straight	50
Diverging	25
MP 38.2 Westward	40
MP 50.0—52.0	50
MP 76.6 Eastward	40
MP 80.1 St. Francis:	
Int. limits	30
Diverging	25
MP 0.0M—15.0M	40
MP 2.3M—2.6M	25
MP 10.0M	30
MP 15.0M—16.5M	30

**Rock and Roll Restrictions** do not apply  
WESTWARD TRACK MP 7.6—17.5  
MP 21.2—30.0  
MP 0.0M—9.9M  
EASTWARD TRACK MP 12.0M—0.0M  
MP 17.5—10.0

## Yard Limits:

Proviso to Deval & Seeger:  
MP 31.9—40.0 MP 60.4—61.6  
MP 47.5—55.0 MP 76.6—Butler

**ABS:** Grand Ave.—Butler.

**Between Bryn Mawr and Shermer:**

(a) MILW operates over C&NW.

(b) Before passing Bryn Mawr, westward C&NW trains will call control operator at Deval to ascertain when route will be lined.

(c) Control operator at B-17 will not permit westward MILW trains to pass absolute signal at Bryn Mawr without first ascertaining when route at Deval will be lined.

**Between Norma and Seeger:**

The most westerly wye track will be used as a running track.

**Rule 83(B)**—Westward trains originating at any point within the Proviso yards including Grand Ave., except Elk Grove Switch Runs obtain clearance at Proviso. DEVAL—Except for psgr. trains originating at Des Plaines or Deval, trains are not required to obtain clearance unless directed to do so by control operator.

**ST. FRANCIS**—Westward trains from Kenosha Subdivn. not required to obtain clearance when train order signal is clear.

Movements from National Ave. Spur track enroute Mitchell or Butler obtain clearance unless otherwise directed by control operator.

**BUTLER**—Road Special Deliveries, switch runs and way freights obtain clearance on initial trip. Conductors check with operator to determine if clearance required on subsequent trips.

Special Instructions continued on next page

# NEW LINE SUBDIVN—CHICAGO AND WISCONSIN DIVISIONS

# ADAMS SUBDIVN—WISCONSIN DIVISION

**Rule 99**—Minimum flagging distance 1 mile.  
**Between Bryn Mawr and Valley and Between Norma and Seeger:**

1. When required to move at Reduced or Restricted Speed, trains and engines must proceed prepared to stop short of men and equipment occupying the main track.

2. A train or engine must not make a crossover movement, through a hand operated switch, to an adjacent main track until a member of crew has obtained permission from the train dispatcher through the control operator at Deval. A member of the crew must notify the train dispatcher through the control operator at Deval when movement has been completed and adjacent main track is clear.

3. Switch runs and way freights must not enter the main track at any point or enter the running track between Norma and Seeger at any hand operated switch until a member of the crew has obtained permission from the train dispatcher through the control operator at Deval. A member of the crew must notify the control operator at Deval each time their movement clears the main track at a hand operated switch.

**Blodgett**—When signal 516 (MP 22.5) displays a "Stop and Proceed" aspect, automatic protection for Clavey Road crossing will not activate until the engine or lead car of train passes signal 516.

**KO**—Eastward trains being held must not block Highway 176 located 1.3 miles west of KO.

**Pleasant Prairie Power Plant**—Trains setting out or picking up will be governed by light on pole located at the switch at MP 49.2 on the east end, or at the switch at MP 50.3 on the west end. These lights indicate the following:

1. Green Illuminated—Cleared to enter yard to set out or pick up.
2. Red Illuminated—Movements not permitted past the signal lights.
3. Both Lights Illuminated—Crew member contact dumper or main control room for instructions before passing lights.

When picking up empties Highway "T" crossing must not be blocked unnecessarily.

**Bain**—Trains meeting at Bain will be governed by track instructions from operator or train dispatcher.

**Belton**—Eastward trains enroute Waukesha Subdivision notify control operator at Butler when clear of New Line Subdivision.

**Rule 15 (Addition)**—Ordinance prohibits sounding of engine whistle within city limits of Chicago, Des Plaines, West Allis, Wauwatosa and Milwaukee and between first crossing west of Valley and KO, except whistle for Old Elm Road crossing at MP 26.8.

**Air Brake Rule 401**—Proviso is a designated terminal in the application of this rule.

**Spring Switches:**  
**GURNEE**—At end of double track, normal position is for eastward track.

**KAY**—Both ends of siding-equipped with facing point lock.

**AIRPORT**—At end of double track, normal position is for westward track.

**ST. FRANCIS**—At end of double track, normal position is for eastward track.

**BELTON**—Wye to westward track, normal position is for New Line Subdivision.

**BUTLER**—At east end of yard lead to eastward track, normal position is for eastward track. When signal No. 824 indicates "Stop and Proceed", after stopping call yardmaster for permission to proceed.

**Double Track** In operation between:  
GRAND AVE. and GURNEE  
AIRPORT JCT. and ST. FRANCIS  
ST. FRANCIS and BUTLER

**Movements Against the Current of Traffic:**  
Between DEVAL and NORMA, on either track, may be made upon block signal indication. Between NORMA and BRYN MAWR, on either track, may be made on signal indication and authority of train dispatcher through the control operators at Deval and Bryn Mawr (B-17).

Between BRYN MAWR and GRAND AVE., on either track, may be made on signal indication, or verbal permission, on authority of the train dispatcher, through the control operator Bryn Mawr (B-17), and the Yardmaster—Yard 9—Proviso.

Conductors of trains or engines working in the Des Plaines coach yard must obtain permission from control operator at Deval before entering westward track.

Between KO and VALLEY, on either track, may be made on signal indication and authority of train dispatcher through the control operator at KO.

Between ST. FRANCIS and AIRPORT, eastward movements on westward track may be made on signal indication and authority of train dispatcher through the control operator at St. Francis.

Between BELTON and BUTLER, westward movements on eastward track may be made on verbal instruction and authority of train dispatcher through the control operator at Butler.

**Hot Box Detectors:**  
Location Telephone or Radio Phones  
MP 21.8 MP 28.0 (WW-Radio phone)  
(Valley) MP 17.5 (EW-telephone on EW absolute signal at Shermar)  
MP 18.0—Skokie Subdivision (EW—see footnote page 5)  
MP 44.8 MP 51.7 (WW-Telephone)  
(Gurnee) MP 39.0 (EW-radio phone)

Stop and call train dispatcher from telephone or call the operator at KO from radio phones shown above unless radio communication has been received authorizing train to proceed.

**Train Dispatchers Telephones:**  
No train dispatchers wayside telephones between MP 21.8 west of Valley and MP 41.7 west of Gurnee. Crew members communicate with train dispatcher through operator at KO, via radio.

Maximum Wt: 315,000 lbs.

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts	Length of Sidings
		↓	↑		
5716	0.0	BUTLER	⊙⊙⊙⊙	16.5M	...
		0.8	⊙⊙⊙⊙	17.3M	...
5715	0.8	BJ	⊙⊙⊙⊙	13.4	20525
		11.0	⊙⊙⊙⊙		
5725	11.8	BARK PIT		24.5	10983
		5.1			
5731	16.9	NORTH LAKE		29.6	...
		5.1			
5736	22.0	MAPLETON		34.7	...
		3.8			
5739	25.8	ASHIPPIN		38.5	...
		2.0			
5740	27.8	ROCK		40.5	11195
		4.2			
5746	32.0	LEBANON		44.7	...
		6.8			
5752	38.8	CLYMAN JCT. Y	⊙⊙⊙⊙	51.5	18994
		5.1	⊙⊙		
5758	43.9	NORTH LOWELL		58.6	...
		6.4			
5764	50.3	SO. BEAVER DAM		63.0	4966
		7.6			
5772	57.9	SO. RANDOLPH		70.6	6158
		6.4			
5778	64.3	FRIESLAND		77.0	3940
		8.8			
5787	73.1	DALTON		85.8	10810
		10.1			
5797	83.2	GLENCAK		95.9	4737
		10.6			
5807	93.8	OXFORD		106.5	6144
		10.9			
5818	104.7	GRAND MARSH		117.4	4841
		8.1			
5826	112.8	ADAMS Y	⊙⊙⊙⊙	125.5	...

**SPEED RESTRICTIONS (In MPH)**

Maximum	50
Butler—MP 17.3M	30
BJ Int. Limits	30
Clyman Jct—MP 69.0	40
MP 72.0—Adams Maximum	40

**Rock and Roll Restrictions** do not apply  
MP 69.0—72.0

**Yard Limits:**  
Butler—MP 18.5  
MP 48.5—53.0  
MP 123.3—Adams

**Rule 99**—Minimum flagging distance 1 mile.

**ABS:** Butler to Adams.

**Double Track—BUTLER AND BJ**—Movements Against the Current of Traffic between BUTLER and BJ may be made on signal indication and authority of train dispatcher through the control operator at Butler.

**BJ—Permission to Enter MAIN TRACK** from east end of siding must be obtained from control operator at Butler.

**BJ—Absolute Signals**—Westward absolute signal at end of double track also governs block to Signal 717. Eastward absolute signal located at MP 16.0 also governs block to eastward absolute signal at beginning of double track.

**Spring Switches:**

BJ—West end of siding.  
BARK PIT—Both ends of siding.  
ROCK—Both ends of siding—equipped with facing point locks.  
CLYMAN JCT—Both ends of siding.  
DALTON—East end of siding.  
ADAMS—Both ends of South track.

**Hot Box Detectors:**

Location	Telephones
MP 91.2 (Dalton)	MP 85.5 (Eastward) MP 95.9 (Westward)
MP 32.3 (Mapleton)	MP 23.6 (Eastward) MP 38.2 (Westward)

Stop and call train dispatcher from telephones shown above unless radio communication has been received authorizing train to proceed.

**Movements Between Adams and Wisconsin Rapids and Nekoosa**

Between ADAMS and NECEDAH operate via Wyeville Subdivn Twin Cities Division.  
Between NECEDAH and WISCONSIN RAPIDS C&NW operates over MILW governed by MILW rules and timetables. MILW bulletins posted at Adams.

Between WISCONSIN RAPIDS, PORT EDWARDS and NEKOOSA, C&NW operates over SOO governed by SOO rules and timetables. SOO General Orders posted at Wisconsin Rapids.

Maximum Wt: 315,000 lbs.

# LAKE SUBDIVN—WISCONSIN DIVISION

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts
		↓	↑	
8020	0.0	KO	⊙⊙⊙⊙	29.8
		1.9	⊙⊙⊙⊙	
0532	1.9	LAKE BLUFF	⊙⊙	31.7

**SPEED RESTRICTIONS (In MPH)**

Maximum ..... 30

**ABS:** KO—Lake Bluff

**Rule 83(B)**—At KO clearance not required when train order signal is clear.

**Double Track:** KO to LAKE BLUFF. Movements against the current of traffic may be made on signal indication.

Maximum Wt: 315,000 lbs.



# AIR LINE SUBDIV—WISCONSIN DIVISION

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts	Length of Sidings
		↓	↑		
5716	0.0	BUTLER	⊗⊙⊗	16.5M	...
	0.8		⊙⊗⊗		
5715	0.8	BJ	⊙⊗⊗	17.3M	...
	2.2			13.3	
5713	3.0	FONDA	Y	11.8	...
	3.2			9.4	
5709	6.2	WISCONA	⊙⊙	9.24	...
	5.4				
0557	11.6	GRANVILLE		97.8	3544
	7.5				
0558	19.1	ROCKFIELD		105.3	2897
	5.1				
0559	24.2	JACKSON		110.4	...
	7.2				
0560	31.4	WEST BEND	Y	117.6	...
	4.4				
0563	35.8	ABS BR		122.0	8514
	3.1				
0562	38.9	KEWASKUM	Y	125.1	...
	6.3				
0564	45.2	CAMPBELLSPORT	Y	131.4	...
	7.8				
0565	53.0	EDEN		139.2	2610
	1.1				
0565	54.1	QUARRY	Y	140.3	...
	6.1				
...	60.2	NW	⊙⊙	146.4	...
	1.7			176.8	
...	61.9	MARSHLINE	Y	178.5	...
	2.0				
0668	63.9	FOND DU LAC	⊗⊙	180.5	...
			⊙⊗⊗		

### SPEED RESTRICTIONS (In MPH)

Maximum	40
BJ Int. limits	30
MP 92.4-93.2	30
MP 117.0-120.5	35
MP 146.2-146.4	30
MP 176.8-180.5	30

**Rock and Roll Restrictions** do not apply on eastward track between MP 9.0 and MP 11.9.

**ABS: BJ-FOND DU LAC**

### Yard Limits:

Butler-MP 98.5
MP 116.0-119.3
MP 124.3-128.0
MP 130.5-132.0
MP 137.9-140.8
MP 145.1-Fond du Lac

**Bradley Road Industrial Area at MP 95.2**-Trains must obtain permission from control operator at Butler before entering main track.

**Granville**-Eastward movements obtain permission from control operator at Butler before entering main track.

**Rule 83(A)**-BUTLER-Register ticket authorized for through trains not changing crews.

### Movements Between NW and Fond du Lac:

When communicating office at Fond du Lac is open, westward movements before passing NW call operator at Fond du Lac for instructions, eastward movements obtain permission from operator at Fond du Lac before entering this territory and report when clear.

**Fond du Lac**-Normal position for the main track crossover switches at MP 179.5 is

for crossover movements to and from the yard.

**Rule 83(B)**-BUTLER-Road special deliveries, switch runs and way freights obtain clearance on initial trip. Conductors check with operator to determine if clearance required on subsequent trips.

**Rule 97** does not apply between Wisconsin and Granville and between NW and Fond du Lac.

**Rule 99**-Minimum flagging distance 1 mile.

### Double Track

BJ and WISCONA

**Movements against the normal current of traffic** between BJ and WISCONA may be made on signal indication and authority of train dispatcher through control operator at Butler.

### Rule 15 (Addition)

Ordinance prohibits sounding engine whistle within city limits of Milwaukee and Fond du Lac.

### Spring Switches:

BR-Both ends of siding-equipped with facing point locks.

NW-Jct. normal position is for Air Line Subdivision. If lined otherwise, movements will be notified by the operator at Fond du Lac.

### Hot Box Detector:

Location	Telephones
MP 131.8	MP 125.3 (Eastward)
(Campbellsport)	MP 138.5 (Westward)

Stop and call train dispatcher from telephones shown above unless radio communication has been received authorizing train to proceed.

**Maximum Wt: 263,000 lbs.**

# FARM SUBDIV—WISCONSIN DIVISION

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts
		↓	↑	
0536	0.0	KENOSHA	⊗⊙⊗	0.0
	1.2	FARM YARD	⊙⊗⊗	1.2
8035	4.2	BAIN	⊙⊗⊗	4.2

### SPEED RESTRICTIONS

(In MPH) ..... 10  
**Rule 83(B)**-does not apply at Bain.  
**Rule 97** does not apply.  
**Rule 103**-Flag over all grade crossings except those where automatic protection is operative.  
**Train Location Reports** (line-ups) not issued.  
**Maximum Wt: 263,000 lbs.**

# WAUKESHA SUBDIV—WISCONSIN DIVISION

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts	Length of Sidings
		↓	↑		
5716	0.0	BUTLER	⊗⊙⊗	16.5M	...
	6.4		⊙⊗⊗		
1303	6.4	BELTON	Y	10.1	...
	4.4				
1305	10.8	NEW BERLIN	TY	14.2	...
	3.5				
1308	14.3	HALLS SIDING	⊗	17.7	1984
	1.8				
1308	16.1	WAUKESHA	⊗ SOO	19.5	...
	0.9	TY	⊙⊙⊙		
...	17.0	⊗ CWRC	⊙	20.4	...

### SPEED RESTRICTIONS (In MPH)

Maximum	30
MP 19.6 Soo crossing	20
MP 20.4 CWRC crossing	20

### Yard Limits:

Belton-MP 10.9

### Temporary Yard Limits:

New Berlin  
 Waukesha  
 Effective as authorized by form "TY" train order.

**Rule 15 (Addition)**-Ordinance prohibits sounding of engine whistle within city limits of Waukesha.

**Rule 99**-Minimum flagging distance 3000 feet.

**Belton**-Trains enroute Butler obtain permission from train dispatcher to enter New Line Subdivn. then be governed by signal indication.

**Spring Switches: BELTON**-Normal position for New Line Subdivision.

**Maximum Wt: 263,000 lbs.**

# COTTAGE GROVE SUBDIV—WISCONSIN DIVISION

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts
		↓	↑	
1330	0.0	COTTAGE GROVE		71.5
	8.2	⊗ MILW	⊙	79.7
0913	9.8	MADISON	⊗ MILW	...

### SPEED RESTRICTIONS

(In MPH)	30
MP 79.7 MILW	20
Crossing	20

### Yard Limits:

MP 76.8-Madison

**Rule 97** Does not apply

**Rule 99**-Minimum flagging distance 3000 feet.

**Rule 99(D)** applies.

**Madison**-Rules 613 and 614 govern movements at MILW crossing, Johnson Street, on east leg of Wye.

**Train Location Reports** (line-ups) not issued.

**Maximum Wt: 263,000 lbs.**

## BELOIT SUBDIVN—WISCONSIN DIVISION

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts
		↓	↑	
0641	0.0	HARVARD Y.....	ⒶⒷⒸⒹ	62.8
		2.6	ⓀⓁⓂ	
0810	2.6	CHEMUNG.....		65.4
		4.1		
0811	6.7	CAPRON.....		69.5
		5.1		
0812	11.8	POPLAR GROVE.....		74.6
		9.7		
0813	15.5	CALEDONIA.....		78.3
		12.4		
0902	27.9	BELOIT ⊗ MILW Y.....	Ⓐ	90.7

Beloit—Eastward movements stop and flag over Maple Avenue crossing, MP 92.2.

**Rule 99**—Minimum flagging distance 3000 feet.

**Spring Switches:**

HARVARD: Junction of Madison and Beloit Subdivisions—Normal position is for Madison Subdivision.  
Exception: Between Trains No. 608 and 642 and between Nos. 633 and 641 daily except Saturday and Sunday, normal position is for Beloit Subdivision.

**Maximum Wt:** 263,000 lbs.

**SPEED RESTRICTIONS (In MPH)**  
Maximum.....30  
MP 63.0 Int. limits.....10

**Yard Limits:**  
Harvard—MP 65.0  
MP 87.0—Beloit

**Rule 83(A)**  
Harvard—Only trains originating or terminating register.

**Harvard**—Switching movements flag over Ratzlaff St. at MP 63.4

## CLYMAN SUBDIVN—WISCONSIN DIVISION

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts
		↓	↑	
0652	0.0	FT. ATKINSON.....		111.5
		5.7		
0653	5.7	JEFFERSON.....	Y	117.2
		2.4		
1318	8.1	JEFFERSON JCT ⊗ C&NW.....	ⒷⒹⒿ	119.6
		2.9	ⓀⓁⓂⓈⓂ	
0654	11.0	JOHNSON CREEK.....		122.5
		8.1		
.....	19.1	⊗ MILW.....	Ⓐ	130.6
		0.3		
0656	19.4	WATERTOWN.....		130.9
		8.0		
0658	27.4	CLYMAN.....		138.9
		1.1		
5752	28.5	CLYMAN JCT.....	ⓀⒿⓁⓂⓈⓂ	140.0

**SPEED RESTRICTIONS (In MPH)**

Maximum.....30  
MP 111.5—120.6.....10\*  
MP 117.4 Candice St  
Jefferson..... Stop  
MP 119.6 C&NW  
crossing..... Stop  
MP 130.3—130.9.....10

\*Indicates that restriction applies only until engine of train has passed limits of restriction.

**Yard Limits:**

Ft. Atkinson—MP 120.6

Ft. Atkinson—Flag all movements over Sherman Ave. and Milwaukee Ave.

**Rule 15 (Addition)**

Ordinances prohibit sounding of engine whistle within city limits of Fort Atkinson and Watertown.

**Rule 83(A)**

JEFFERSON JCT.—only trains originating or terminating register.

**Rule 97** does not apply between Ft. Atkinson and Jefferson Jct.

**Rule 99**—Minimum flagging distance 3000 feet.

**Maximum Wt:** 263,000 lbs.

## JUNEAU SUBDIVN—WISCONSIN DIVISION

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts
		↓	↑	
5752	0.0	CLYMAN JCT.....	ⓀⒿⓁⓂⓈⓂ	140.0
		5.7		
0660	5.7	JUNEAU.....		145.7
		3.2		
0661	8.9	MINNESOTA JCT ⊗ WSOR.....	Ⓐ	148.9
		3.7		
0662	12.6	BURNETT ⊗ WSOR.....	Ⓐ	152.6
		16.5		
0666	29.1	OAKFIELD.....		169.1
		6.9		
...	36.0	⊗ SOO.....	Ⓐ	176.0
		0.8		
...	36.8	NW.....	Y	176.8
		3.7	ⒶⒿ	
0668	40.5	FOND DU LAC.....	ⓀⓁⓂⓈⓂ	180.5

**SPEED RESTRICTIONS (In MPH)**

Maximum.....30  
MP 149.0—WSOR crossing.....20\*  
MP 152.6—WSOR crossing.....20\*  
MP 174.1—176.8.....10

\*Indicates that restriction applies only until engine of train has passed limits of restriction.

**Yard Limits:**

Clyman Jct—MP 142.0

MP 174.0—Fond du Lac

**Rule 83(B)**

NW—Eastward trains obtain clearance at Fond du Lac.

**Rule 99**—Minimum flagging distance 3000 feet.

**NW**—Westward movements, before passing Soo Line crossing, MP 176.0, call operator at Fond du Lac for instructions.

**Rock and Roll restrictions** do not apply between Clyman Jct and NW.

**Spring Switches:**

NW—Normal position for Air Line Subdivn. If lined otherwise movements will be notified by operator at Fond du Lac.

**Maximum Wt:** 263,000 lbs.

# VALLEY SUBDIVN—WISCONSIN DIVISION

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts	Length of Sidings
		↓	↑		
0668	0.0	FOND DU LAC	③④⑥⑧	180.5	...
	1.8	DEXTER	y	182.3	...
0671	5.1	VAN DYNE		185.8	...
0670	8.0	BLACK WOLF		188.5	4780
0673	13.5	OSHKOSH	③④①	194.0	...
	15.8	CF	④⑤⑥	196.3	6205
0675	22.9	SNELLS		203.4	4379
0676	27.1	NEENAH	③	207.6	2054
	27.5	SOO	④	208.0	...
0678	32.5	APPLETON	③④①②	213.0	4924
0680	38.9	LITTLE CHUTE	④⑤⑥	219.4	4889
0681	40.9	KAUKAUNA		221.4	2446
0682	46.9	WRIGHTSTOWN		227.4	3953
0683	51.2	LITTLE RAPIDS		231.7	3487
0684	56.4	DE PERE		236.9	3363
	61.4	TAVIL @ MILW	③④①	241.9	...
			④⑤⑥		
0686	63.9	NORTH GREEN BAY	③④	1.4	...

### SPEED RESTRICTIONS (In MPH)

Maximum	50
MP 187.1—193.0	35
MP 193.0—194.1	30
MP 194.1 Drawbridge	20
MP 194.1—197.0	30
MP 203.0—208.7	30
MP 212.0—216.3	30
MP 220.0—222.0	30
MP 227.0—228.0	40
MP 236.2—241.7	35
Tavil Interlocking Limits	20

**Rock and Roll Restrictions** do not apply between MP 228.2 and MP 231.3.

**Pulpwood Loads** must not be moved over drawbridge MP 194.1 at greater than 5 MPH unless it is known such loads are not shifted.

### Yard Limits:

Fond du Lac—MP 182.4
MP 192.7—198.9
MP 202.7—222.9
MP 233.5—North Green Bay

**ABS:** FOND DU LAC—TAVIL

**Rule 83(B)** does not apply to yard transfer movements between:  
OSHKOSH and CF  
SNELLS and NEENAH

**Rule 97** does not apply between OSHKOSH and CF  
SNELLS and NEENAH  
DE PERE and TAVIL

**Rule 99**—Minimum flagging distance 1 mile.

**Rule 201(A)** does not apply to Eastward trains at Tavil.

### Rule 15 (Addition)

Ordinance prohibits sounding engine whistle within city limits of Oshkosh and Green Bay.

**Trains meeting** at Neenah or at Appleton will be governed by track instructions from operator or train dispatcher.

**Tavil**—When signal 443 (MP 239.8) displays other than a Proceed Indication communicate with control operator at Tavil.

**Water Power Spur Track** extends 1.6 miles between Kaukauna and Kaukauna South (Sta. No. 3313) Max. Speed 10 MPH, Drawbridge ①②

**Maximum Wt:** 263,000 lbs.

# SHORELINE SUBDIVN—WISCONSIN DIVISION

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts	Length of Sidings
		↓	↑		
5716	0.0	BUTLER	③④⑥⑧	...	...
5709	6.3	WISCONA	y	4.3	...
3209	15.8	MEQUON	①②③	13.6	4823
3220	27.2	PORT WASHINGTON		25.2	4250
3231	35.9	BELGIUM		33.9	4837
3238	40.4	CEDAR GROVE		38.4	...
3242	44.4	OOSTBURG		42.4	...
3252	52.5	SHEBOYGAN	③④⑤⑥	50.5	21687
			⑦⑧⑨		
3260	61.1	HAVEN		59.3	...
3264	66.0	CLEVELAND		64.2	2615
3269	71.2	NEWTON		69.4	...
3277	78.5	MANITOWOC	③④⑤	76.7	YARD
			⑥⑦⑧		
5504	86.1	FRANCIS CREEK		85.5	3723
5507	93.6	MARIBEL		93.0	...
5510	98.6	DENMARK		98.0	3732
5514	106.2	BELLEVEUE		105.6	3690
	114.3	TAVIL @ MILW	③④⑤⑥	113.7	...
			⑦⑧⑨		
0686	116.8	NORTH GREEN BAY	③④	1.4	...

### SPEED RESTRICTIONS (In MPH)

Maximum	50
MP 4.8—8.2	30
MP 47.6—50.5	40
MP 3.4—0.0	10
MP 54.1	20
MP 54.1—64.6	40
MP 75.0—79.6	35
MP 109.0—112.1	35
MP 112.1—113.6	30
Tavil Interlocking Limits	20

**Rock and Roll Restrictions**—do not apply between MP 42.7 and MP 47.6 located between Oostburg and Sheboygan.

**Coal Trains** and trains handling 50 or more coal must not exceed 30 mph between MP 35.3 and MP 50.5.

**ABS:** Wiscona—MP 49.6

MP 54.1—Tavil

### Yard Limits:

Butler—MP 7.0
MP 48.1—50.5
MP 3.4—0.0
MP 54.1—57.0
MP 74.0—80.1
MP 108.5—N. Green Bay

**Fox River Drawbridge** MP 112.2—Movements over bridge must be made with all brakes released, whenever practicable.

### Rule 15 (Addition)

Ordinance prohibits sounding engine whistle within city limits of Green Bay. Within village limits of Fox Point (MP 7.7 to MP 9.6) between 8:00 PM and 6:00 AM except Eastward trains sound whistle for East Dean Road MP 9.6 at all times.

### Rule 83(A)

SHEBOYGAN only trains originating or terminating register.

### Rule 93(B)

WISCONA Westward trains obtain clearance at Butler.

**Rule 99**—Minimum flagging distance 1 mile.

**Trains Meeting** at Manitowoc or at Sheboygan will be governed by track instructions from operator or train dispatcher.

### SHEBOYGAN—Yard tracks

Yard tracks 3 - 4 and 5 must not be used for meeting trains or for running tracks.

### Spring Switches:

SHEBOYGAN—West end of siding MP 54.1.

**Two Rivers Spur Track** extends 9.0 miles between Manitowoc and Two Rivers (Sta. No. 3279). Max. Speed 10 mph. Maximum Wt: 210,000 lbs. MP A.7.3 Two Rivers—Drawbridge ①② during navigation season—STOP.

Westward movements stop and flag over South 26th and South 14th Streets in Manitowoc. All movements stop and flag over South 21st St., South Water St. and Mirro Drive, in Manitowoc and over Roosevelt Ave. in Two Rivers.

### Hot Box Detectors:

Location	Telephones
MP 31.4	MP 27.1 (Eastward trains)
(Belgium)	MP 33.9 (Westward trains)
MP 89.7	MP 85.9 (Eastward trains)
(Maribel)	MP 92.5 (Westward trains)

All trains must stop and call train dispatcher from telephone shown above unless radio communication has been received authorizing train to proceed.

**Maximum Wt:** 263,000 lbs.

## MARSHLINE SUBDIV—WISCONSIN DIVISION

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts
		↓	↑	
0668	0.0	FOND DU LAC 2.0	ⓑⓓⓔⓖⓗ ⓈⓉ	180.5
...	2.0	MARSHLINE ⊗ SOO 8.6	ⓈⓉ	0.7
0582	10.6	ELDORADO 2.6	Y	9.3
0583	13.2	ROSENDALE 8.8		11.9
0586	21.8	RIPON ⊗ WSOR	Ⓢ	20.5

**SPEED RESTRICTIONS (in MPH)**  
 Maximum ..... 10  
 MP 1.0 SOO crossing ..... Stop  
 MP 20.1 WSOR crossing ..... Stop  
**Rule 83(B)**—Westward trains obtain clearance at Fond du Lac.  
**Rule 97** does not apply.  
**Train Location Reports** (line-ups) not issued.  
**Maximum Wt:** 220,000 lbs.

## GREEN BAY SUBDIV—WISCONSIN DIVISION

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts
		↓	↑	
...	0.0	TAVIL ⊗ MILW 0.4	ⓈⓉⓇⓉ ⓙⓚⓌ	241.9
...	0.4	GB&W 0.7	Ⓢ	242.3
...	1.1	GREEN BAY 0.7	Y	0.0
...	1.8	BROADWAY 0.7 ⊗ GB&W	ⓈⓉⓇⓉⓇ	0.7
0686	2.5	NORTH GREEN BAY 2.8	ⓑⓓⓔⓖⓗ	1.4
0700	5.3	DUCK CREEK	ⓈⓉ	4.2

**SPEED RESTRICTIONS (in MPH)**  
 Maximum ..... 20  
 MP 0.0 Eastward track ..... 10\*  
 \*Indicates that restriction applies only until engine of train has passed limits of restriction.  
**Rock and Roll Restrictions** do not apply.  
**Yard Limits:**  
 Tavil—MP 3.2  
**CTC:** MP 3.2—Duck Creek  
**Note**—Movements are not permitted to clear the main track while on Wickes Lbr Co Industrial track at MP 3.6.

**Double Track:**  
 Tavil—Broadway  
**Between Tavil and Broadway—**MOVEMENTS AGAINST THE CURRENT OF TRAFFIC may be authorized by train dispatcher through control operators at Tavil and Broadway. Control operators must get instructions from train dispatcher, secure block from station in advance and make proper record.  
 Through movements permitted after control operators know that street crossings will not be blocked.

**YARD MOVEMENTS** must obtain permission from control operators to occupy main tracks between these points and secure train location information.  
**ALL MOVEMENTS** make radio check with control operator before entering Green Bay Subdivision.  
**Between Tavil and Broadway—**MILW operates over C&NW.

**Rule 83(B)** does not apply to yard transfer movements.  
**TAVIL**—Does not apply when train order signal is clear.  
**BROADWAY**—Westward trains enroute Wausau Subdivision obtain clearance at Broadway except trains may proceed to

North Green Bay on instructions from control operator before receiving clearance.  
**NORTH GREEN BAY**—Westward trains originating obtain clearance at Broadway. Trains enroute Ore Division obtain both Wisconsin and Ore Division clearances at Broadway. Eastward trains may proceed from Broadway to Tavil without clearance on verbal authority of control operator at Broadway.

**Rule 97** does not apply.  
**Rule 99**—Minimum flagging distance 2000 feet.  
**Rule 15 (Addition)**  
 Ordinance prohibits sounding engine whistle within city limits of Green Bay.

**Spring Switches:**  
**BROADWAY** Eastward track to eastward yard lead. Normal position for eastward track.  
**Green Bay**—Do not occupy Broadway, Dousman or Walnut Street crossings until automatic protection is operating. Stop sign located just West of Dousman St. on westward track.

Westward movements exceeding 1 min. 30 sec. from Walnut St. to a point 40 ft. east of Dousman St. and Eastward movements exceeding 1 min. 10 sec. from Dousman St. to a point 275 ft. west of Walnut St. will cancel crossing protection.

**Tavil**—Eastward Valley or Shoreline Subdivision movements stopped west of 9th St. crossing operate applicable push button located in yellow box at the crossing to stop crossing protection. Before movement then occupies crossing protection must be reactivated by pushing button marked "Start".

**Train Location Reports** (line-ups) not issued.  
**Maximum Wt:** 263,000 lbs.

## PLYMOUTH SUBDIV—WISCONSIN DIVISION

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts
		↓	↑	
...	...	SHEBOYGAN 0.9	ⓑⓓⓔⓖⓗ ⓈⓉⓇⓉⓇ	50.5
...	0.0	KOHLER JCT. 2.4	Ⓢ	1.1
0566	2.4	KOHLER 1.7	Y	3.5
0570	4.1	SHEBOYGAN FALLS 9.1		5.2
0572	13.2	PLYMOUTH ⊗ MILW	ⓈⓉ	14.3

**SPEED RESTRICTIONS (in MPH)**  
 Maximum ..... 10  
 MP 14.3 MILW ..... Stop  
**Rule 97** does not apply.  
**Sheboygan Falls** Stop for Poplar, Monroe, Broadway and Buffalo street crossings and allow sufficient time for crossing protection to operate before proceeding.  
**Rule 83(B)**—Westward trains obtain clearance at Sheboygan.  
**Train Location Reports** (line-ups) not issued.  
**Maximum Wt:**  
 Sheboygan—MP 6.2 ..... 251,000 lbs.  
 MP 6.2—Plymouth ..... 210,000 lbs.

# KIMBERLY SUBDIVN—WISCONSIN DIVISION

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts
		↓	↑	
3313	0.0	KAUKAUNA SOUTH	..... ⑥	112.7
		1.6		
3314	1.6	COMBINED LOCKS	.....	114.3
		0.7		
3315	2.3	L. C. SIDING	.....	115.0
		1.6		
3317	3.9	KIMBERLY	..... Y	116.6
		3.5		
0678	7.4	APPLETON FLATS	..... ① ⑤	120.1
		1.4		
0678	8.8	APPLETON	..... ⑥ ⑧ ⑨ ⑩	121.5

### SPEED RESTRICTIONS (In MPH)

Maximum	10
MP 112.4 Dodge St.	Stop & flag
MP 112.6 Main St.	Stop & flag
MP 114.3 Hwy Z.	Stop
MP 119.5 Drawbridge—	
Durling navigation season	Stop
MP 119.6 South Lawe St.	Stop
Water Power Spur Track	
Lawe St.	Stop & flag

Rule 97 does not apply.

Train Location Reports (line-ups) not issued.

Normal Position for Main Track Switch located at MP 112.3 east of Dodge St. Kaukauna South is for the Water Power Spur Track.

Maximum Wt: 251,000 lbs.

# WAUSAU SUBDIVN—WISCONSIN DIVISION

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts	Length of Sidings
		↓	↑		
0686	0.0	NORTH GREEN BAY	..... ⑥ ⑧ ⑨ ⑩	1.4	...
		2.8			
0700	2.8	DUCK CREEK	..... ① ③	4.2	...
		6.8			
5803	9.6	ANSTON	.....	11.0	...
		5.6			
5606	15.2	PULASKI	..... ⑥	16.6	2298
		7.5			
5625	22.7	ZACHOW	.....	24.1	...
		5.3			
5629	28.0	BONDUEL	.....	29.4	2324
		7.6			
...	35.6	⑩ SOO	..... ①	37.0	...
		0.7			
3456	36.3	SHAWANO TY	.....	37.7	2020
		5.0			
5635	41.3	THORNTON	.....	42.7	...
		15.1			
5644	56.4	BOWLER	.....	57.8	...
		11.9			
				69.7	
3387	68.3	ELAND Y	..... ⑥	0.0	...
		6.4			
3506	74.7	HATLEY	.....	6.4	...
		4.5			
3511	79.2	RINGLE	.....	10.9	...
		7.1			
3518	86.3	KELLY	..... ①	18.0	1169
		2.8			
...	89.1	⑩ MILW	..... ⑤	20.8	...
		0.4			
3522	89.5	WAUSAU	..... ⑥ ⑧ ⑨ ⑩	21.2	...

### SPEED RESTRICTIONS (In MPH)

#### Between Duck Creek and Eland

Maximum	35
MP 4.2 Jct.	20
MP 17.0	30
MP 37.0 Soo Line	20

#### Between Eland and Wausau

Maximum	30
MP 20.6 MILW Crossing	Stop

#### Yard Limits

North Green Bay—MP 3.2
MP 68.5—0.9
MP 17.3—Wausau

#### Temporary Yard Limits: Shawano

Effective as authorized by Form "TY" train order.

Rule 97 does not apply between Kelly and Wausau.

Rule 99—Minimum flagging distance 3000 feet.

Rothschild Spur Track extends 1.8 miles between Kelly and Schofield (Sta. No. 3521) Maximum speed 10 MPH. C&NW operates over MILW between MP 1.8 and Rothschild subject to MILW timetable, Rules and special instructions. MILW bulletin boards at Wausau.

Maximum Wt: 263,000 lbs.

# NEW LONDON SUBDIVN—WISCONSIN DIVISION

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts
		↓	↑	
0678	0.0	APPLETON Y	..... ⑥ ⑧ ⑨ ⑩	121.5
		6.6		
3328	6.6	GREENVILLE	..... ⑥ ⑧ ⑨	128.1
		5.7		
3334	12.3	HORTONVILLE	.....	133.8
		6.3		
3340	18.6	NEW LONDON	..... ⑩ GB&W	140.1
			..... ① ②	

### SPEED RESTRICTIONS (In MPH)

Maximum	30
MP 121.5—122.5	10
MP 131.5 Hwy 45	10*
MP 140.9 GB&W Crossing	Stop

\* Indicates that restriction applies only until engine of train has passed limits of restriction.

#### Yard Limits:

Appleton—MP 125.5

New London—GB&W Crossing Stop at Stop sign and proceed on signal indication. Signal on wye is actuated by opening main-track switch.

Rule 97 does not apply.

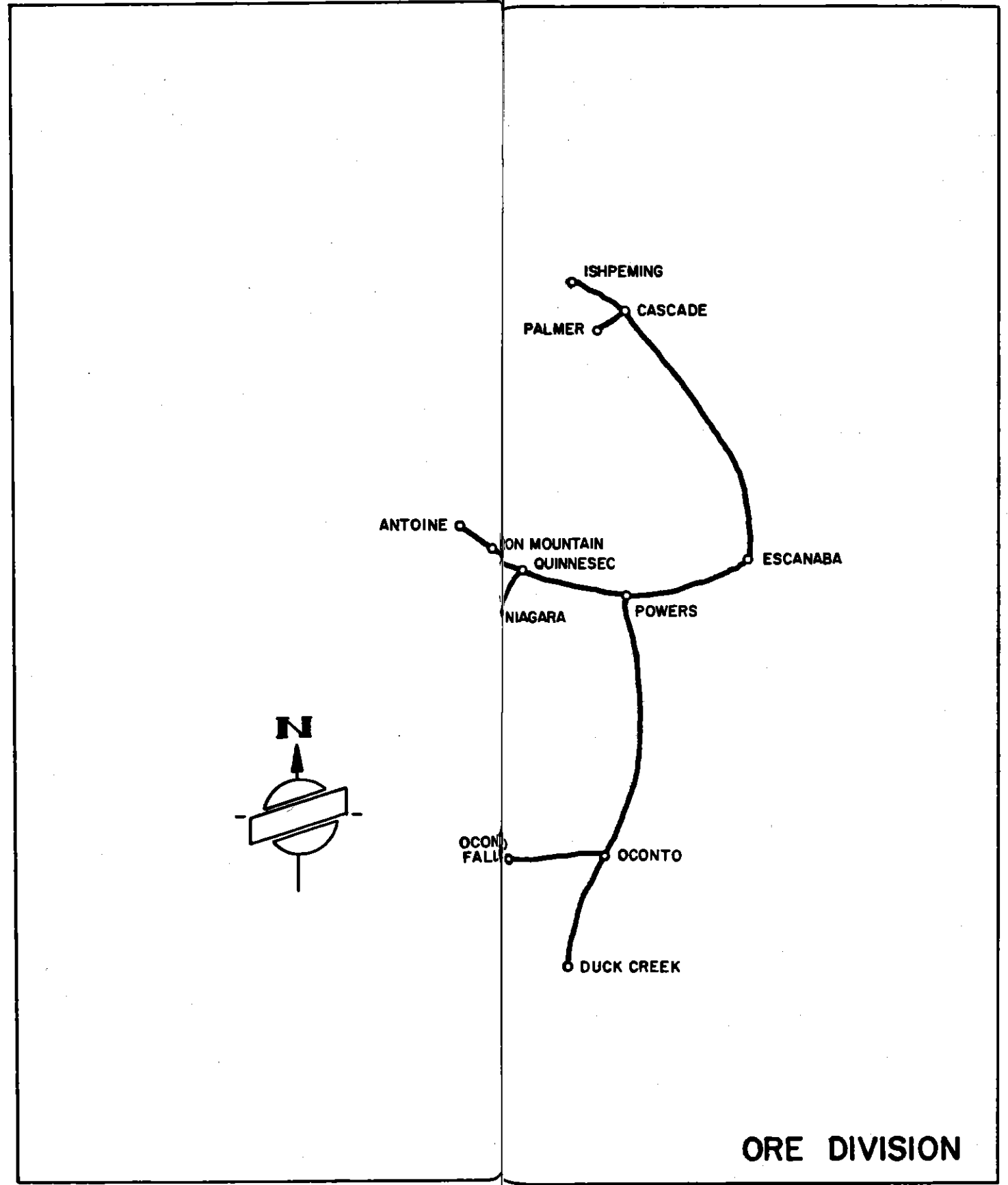
Rule 99—Minimum flagging distance 3000 feet.

Rule 99(D) applies.

Train Location Reports (line-ups) not issued.

Maximum Wt: 263,000 lbs.





**ORE DIVISION**

## OCONTO FALLS SUBDIV—ORE DIVISION

Station Numbers	Miles	↓ WEST STATIONS      EAST ↑		Mile Posts	Length of Sidings
0708	0.0	OCONTO	ⓐⓑ	54.9	...
	8.3				
3485	8.3	STILES JCT. ⓐ E&LS	ⓐ	46.1	1005
	4.7				
3480	13.0	OCONTO FALLS	ⓐⓑ	41.4	699

**SPEED RESTRICTIONS (In MPH)**  
 Maximum ..... 10  
**Rule 97** does not apply.  
 Oconto Falls flag over Highway 22 (Chestnut Street) crossing.  
 Oconto flag over Highway 22 (Charles Street) crossing.  
**Train Location Reports** (line-ups) not issued.  
**Yard Limits:**  
 Oconto Falls—Oconto  
**Maximum Wt:** 220,000 lbs.

## MARINETTE SUBDIV—ORE DIVISION

Station Numbers	Miles	↓ WEST STATIONS      EAST ↑		Mile Posts	Length of Sidings
0686	0.0	NORTH GREEN BAY	ⓐⓑⓑⓑ	1.4	...
	2.8	DUCK CREEK	ⓐ	4.2	...
0702	7.5	BIG SUAMICO		8.9	...
0704	13.9	LITTLE SUAMICO		15.3	6071
0706	27.7	OCONTO TY	ⓐⓑ	29.1	4318
0710	35.3	WILCOX		36.7	...
0711	41.0	PESHITGO TY		42.4	2826
0712	47.6	MARINETTE	ⓐⓑⓑⓑⓑⓑ	49.0	5900
0714	52.7	KEW	ⓐ	54.1	4150
0717	64.7	WALLACE		66.1	...
0719	71.0	STEPHENSON		72.4	3445
0720	74.0	DAGGETT		75.4	...
0723	83.2	CARNEY		84.6	1244
0726	90.8	POWERS	ⓐⓑⓑⓑⓑⓑ	92.2	2855
0730	101.7	BARK RIVER		103.1	720
0734	113.1	ESCANABA	ⓐ	114.5	...
0735	114.5	ORE DOCK	ⓐⓑⓑⓑⓑⓑ	115.9	...

**Rule 83(A) Powers**—Extra Trains will not register unless directed by train order to do so.  
**Rule 83(B)**—Eastward trains originating at Escanaba obtain clearance at Ore Dock. Westward trains originating at Green Bay and North Green Bay obtain clearance at Broadway.  
**Rule 97** does not apply between:  
 Marinette and Kew  
 Escanaba and Ore Dock  
**CMSTP&P** operates over C&NW between MP 48.5 and MP 52.5.  
**Normal Position of Junction Switch:**  
 Ore Dock is for movement from Partridge Subdivn to Middle Yard.  
**Alco Units**—Alco locomotives 6701-6730 inclusive may be operated between Duck Creek and Ore Dock except they are not to be operated on industry or back tracks.  
**Rule 99**—Minimum flagging distance 1 mile.  
**Maximum Wt:** 263,000 lbs.

**SPEED RESTRICTIONS (In MPH)**  
 Maximum ..... 40  
 MP 4.2 Jct ..... 20  
 MP 4.2—27.8 ..... 35  
 MP 27.8—29.7 ..... 30  
 MP 41.5—45.6 ..... 35  
 MP 45.6—50.4 ..... 30  
 MP 50.4—50.8 ..... 10  
 MP 50.8—53.7 ..... 30  
 MP 53.7—61.3 ..... 35  
 MP 71.9—92.2 ..... 35  
 MP 114.5—ELS ..... 10\*

**Rock and Roll Restrictions** do not apply between:  
 MP 86.4—88.3  
 MP 97.2—112.2

**Yard Limits:**  
 MP 47.3—54.1  
 MP 90.7—93.0  
 MP 113.2—Ore Dock

**CTC:** MP 3.2—Duck Creek

**Temporary Yard Limits:**  
 Oconto  
 Peshitgo  
 Effective as authorized by Form "TY" train order.

\* Indicates that restriction applies only until engine of train has passed limits of restriction.

## PARTRIDGE SUBDIV—ORE DIVISION

Station Numbers	Miles	↓ WEST STATIONS      EAST ↑		Mile Posts	Length of Sidings
0735	0.0	ORE DOCK	ⓐⓑⓑⓑⓑⓑ	115.9	...
	2.1	LARCH	ⓐ	118.0	...
0739	11.0	BRAMPTON		126.9	3825
0741	15.6	BEAVER		131.5	...
0745	23.1	MAPLE RIDGE		139.0	2344
0746	39.5	LITTLE LAKE TY		155.4	3628
0748	43.1	PLAINS		159.0	...
0749	47.9	SANDS		163.8	1657
0751	53.2	CASCADE		169.1	...
0753	57.7	PARTRIDGE	ⓐ	173.8	3935
	58.5	PARTRIDGE JCT.	ⓐ	174.4	...
	59.0	PALMER LINE JCT.	ⓐⓑ	174.9	...
	59.5	EAGLE MILLS JCT.	ⓐ	175.4	...
	60.0	SOUTH WYE	ⓐ	175.9	...
	61.0	WEST WYE	ⓐ	176.5	...
0755	62.4	NEGAUNEE	ⓐ	185.9	4242
	63.1	LSI JCT.	ⓐ	186.6	...
0757	66.7	ISHPEMING	ⓐⓑⓑⓑⓑⓑ	182.6	...

**SPEED RESTRICTIONS (In MPH)**  
 Maximum ..... 40

**Yard Limits:**  
 Ore Dock—MP 120.0  
 MP 172.2—Partridge Jct.

**Temporary Yard Limits:**  
 Little Lake  
 Effective as authorized by form "TY" train order.

**Rule 97** does not apply between:  
 Ore Dock and Larch  
 Partridge and Partridge Jct.

**Rule 99**—Minimum flagging distance 1 mile.

**Rock and Roll Restrictions** do not apply between:  
 MP 119.3—135.6  
 MP 137.0—159.0  
 MP 162.9—171.9

Between Partridge Jct. and Ishpeming C&NW operates over joint tracks of C&NW, LS&I and Soo Line. LS&I Timetable and rules govern. CTC in service between Palmer Line Jct. and Ishpeming. CTC control operator located at Eagle Mills on LS&I Ry. and works on Eastern Standard Time.

**Spur Tracks:**  
 Palmer Spur Track extends 5.4 miles Cascade to Palmer (Sta. No. 0823). Maximum speed 10 MPH.

**Partridge**—when westward signal 3-RAD at west end of yard displays a "Stop and Proceed" indication (Rule 240B) crews must ascertain through LS&I Control operator that there are no opposing movements between Partridge and Eagle Mills Jct.

**Normal Position of Junction Switch:**  
 MP 115.9—Ore Dock is for movement Partridge Subdivn. to "Middle Yard".

**Alco Units**—Alco locomotives 6701-6730 inclusive may be operated between Ore Dock and Ishpeming except they are not to be operated on industry or back tracks except at Plains may operate on Air Base Tracks.

LS&I operates over C&NW between Partridge and Partridge Jct.  
**Maximum Wt:** 263,000 lbs.

# ANTOINE SUBDIVN—ORE DIVISION

Station Numbers	Miles	↓ <b>WEST STATIONS</b> ↑	↓ <b>EAST</b> ↑	Mile Posts	Length of Sidings
0726	0.0	POWERS Y	.... @JJK@RW	0.0	...
	4.2	HERMANSVILLE	Y ⊗ SOO ⊗	4.2	1960
	8.6				
0772	12.8	WAUCEDAHA	.....	12.8	4580
	7.4				
0775	20.2	NORWAY TY	.....	20.2	750
	2.9				
0824	23.1	FUMEE	.....	23.1	...
	1.5				
0776	24.6	QUINNESEC	Y ..... ⊙	24.6	4965
	5.5				
0778	30.1	ANTOINE	..... @JJK@RW	30.1	...

**SPEED RESTRICTIONS (in MPH)**

- Maximum ..... 35
- MP 4.1—Soo Line crossing ..... Stop
- MP 12.0—28.2 ..... 30
- MP 28.7—29.4 ..... 10
- MP 29.4—30.5 ..... 10\*

\* Indicates that restriction applies only until engine of train has passed limits of restriction.

**Yard Limits:**

- Powers—MP 1.1
- MP 3.5—5.0
- MP 23.0—31.0

**Temporary Yard Limits:**

Norway  
Effective as authorized by form "TY" train order.

**Rule 15 (Addition)**

Ordinance prohibits sounding engine whistle within city limits of Iron Mountain.

**Rule 83(A)**

**Powers**—Extra trains will not register unless directed by train order to do so.

**Antoine**—Register station only for trains originating or terminating.

**Rule 83(B)**

All trains obtain clearance at Antoine when office is open.

**Rule 97** does not apply between:  
Fumee and Antoine

**Rule 99**—Minimum flagging distance 3/4 mile.

**Normal Position**

**Junction Switches:**  
Joint Track at Antoine, lined for E&LS.

**Rule 221**—Train order signal at Powers applies only to Marinette Subdivn.

**At Antoine**—C&NW and E&LS operate over joint tracks between "H" Street at MP 28.7 and Miner's Hall crossing at MP 29.4. C&NW Timetable and rules govern. C&NW and E&LS movements obtain permission from C&NW Train Dispatcher directly or through operator at Antoine via radio before entering joint track.

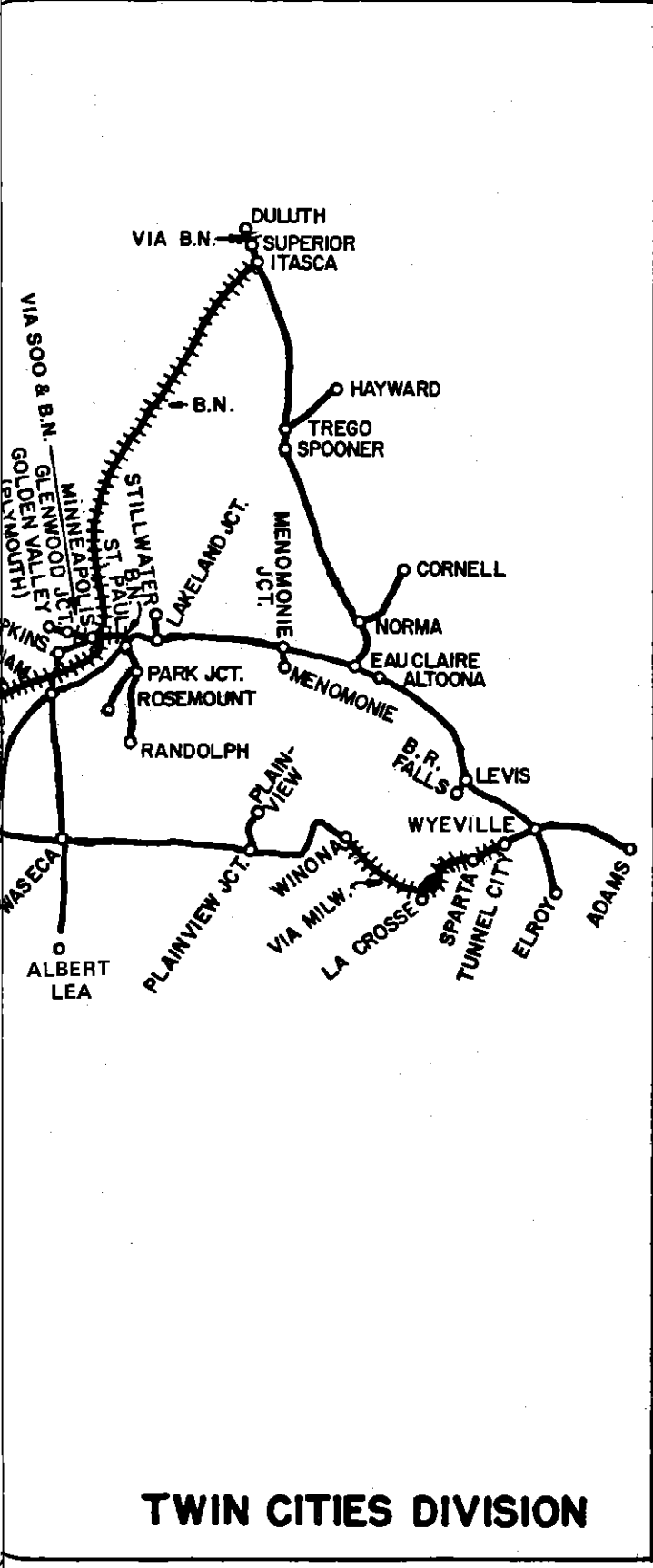
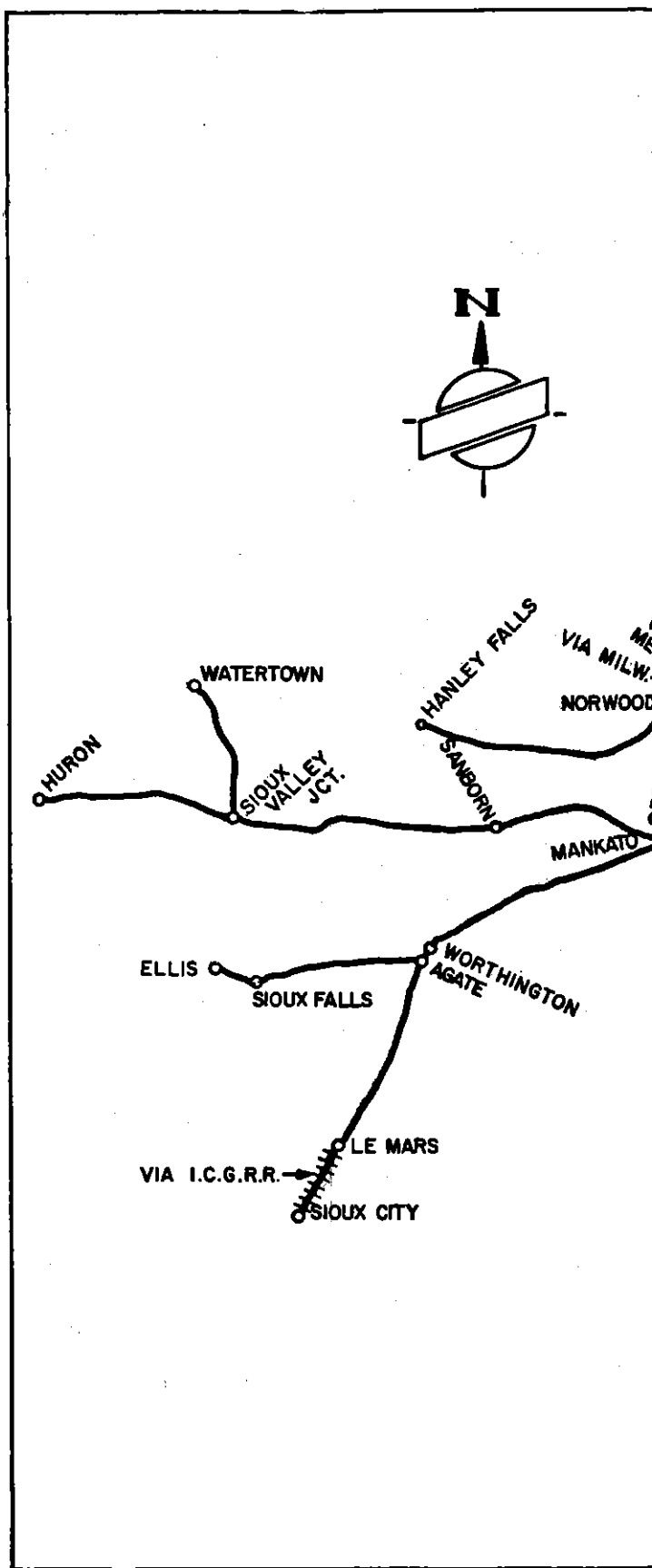
**Norway**, flag all movements over 11th Street.

**Niagara Spur Track** extends 4.0 miles from Quinnesec to Niagara (Sta. No. 0769). Maximum speed 10 MPH.

**Alco Units**—Alco locomotives 6701-6730 inclusive may be operated between Powers and Antoine except they are not to be operated on industry or back tracks.

**Maximum Wt:**

- Powers-Antoine ..... 263,000 lbs.
- Niagara spur ..... 263,000 lbs.



**TWIN CITIES DIVISION**

# WYEVILLE SUBDIVN—TWIN CITIES DIVISION

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts	Length of Sidings
		↓	↑		
5826	0.0	ADAMS Y	ⓅⓄⓀⓄⓅ	125.5	...
		12.8			
5839	12.8	NECEDAH	Ⓞ	138.3	5150
		8.4			
5848	21.2	CUTLER		146.7	6245
		7.2			
5855	28.4	WYEVILLE ⊗ C&NW Y	ⓄⓇ	153.9	4650
		9.4	ⓇⓄⓂ	173.5	
1510	37.8	WARREN		164.1	...
		8.3			
1512	46.1	MILLSTON		155.7	10611
		12.1			
1517	58.2	LEVIS		142.1	12567
		10.5			
1518	68.7	MERRILLAN ⊗ GBW	ⓄⓇ	131.5	12285
		5.8	ⓇⓄⓂ		
1521	74.5	HUMBIRD		125.7	...
		6.8			
1522	81.3	FAIRCHILD		118.8	...
		3.6			
1523	84.9	TIMBERS		115.2	11233
		5.7			
1524	90.6	AUGUSTA		109.5	...
		5.6			
1525	96.2	RODELL		103.9	10601
		4.3			
1526	100.5	FALL CREEK		99.5	...
		6.2			
...	106.7	ALTOONA JCT.	Ⓡ	93.3	...
		2.6			
1528	109.3	ALTOONA	ⓅⓄⓀⓄⓅ	90.7	5183

### SPEED RESTRICTIONS (In MPH)

Maximum	60
MP 90.7—93.3	35
MP 93.3 Through turnout	30
MP 131.5 GBW crossing	40
MP 173.5 Straight—to	
Elroy Subdivision	30
Diverging and curve	25
MP 132.3 Bridge 2720	50
MP 153.9 Wyeville	
Straight—to Sparta Subdivision	40

### Yard Limits:

Altoona—MP 93.4
MP 171.2—151.2
MP 128.5—Adams

### Double Track:

Altoona-Altoona Jct. (trains keep to the right). Movements against the current of traffic between Altoona and Altoona Jct. may be made on instructions of the train dispatcher.

**Train Location Reports** (line-ups) not issued between Altoona Jct. and Altoona.

**Adams**—Westward trains enroute Wisconsin Rapids obtain both C&NW and MILW clearances.

**Necedah**—Trains enroute Wisconsin Rapids notify train dispatcher when clear of Wyeville Subdivision main track.

Eastward trains obtain permission from train dispatcher before entering Wyeville Subdivision main track.

Normal position of connection track switch on siding is lined and locked for connection.

### Hot Box Detectors:

Location	Telephones
MP 123.3 (Humbird)	MP 129.1 (eastward trains)
MP 168.2 (Warren)	MP 119.5 (westward trains)
	MP 173.2 (eastward trains)
	MP 164.2 (westward trains)

All trains must stop and call train dispatcher from telephone shown above unless radio communication has been received authorizing train to proceed.

### Wyeville Station Limits:

MP 152.2—173.5

**Rule 83(B)**—Trains, except through trains, originating at Altoona, must obtain a clearance at Altoona.

**Rule 99**—Minimum flagging distance 1 mile.

**ABS:** Altoona—Adams

### Spring Switches:

Altoona Jct.: End of double track; normal position for westward track.\*  
 Rodell: Both ends of siding.\*  
 Timbers: Both ends of siding.\*  
 Merrillan: Both ends of siding.\*  
 Levis: Both ends of siding.\*  
 Millston: Both ends of siding.\*  
 Wyeville: West end of siding.\*  
 Necedah: East end of siding.\*  
 Adams: Both ends of South track.

\*Indicates equipped with facing point lock.

**Maximum Wt:** 315,000 lbs.

# ALTOONA SUBDIVN—TWIN CITIES DIVISION

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts	Length of Sidings
		↓	↑		
1528	0.0	ALTOONA	ⓅⓄⓀⓄⓅ	90.7	5183
		2.9			
1530	2.9	EAU CLAIRE ⊗ SOO	ⓅⓄⓇ	87.8	...
		0.8	ⓇⓄⓇ		
...	3.7	YUKON JCT.	ⓇⓄⓇ	87.0	...
		2.2			
...	5.9	EAU CLAIRE JCT.		84.8	...
		1.8			
1532	7.7	TRUAX		82.6	...
		6.5			
1533	14.2	ELK MOUND		76.5	...
		3.2			
9863	17.4	AJAX		73.3	10585
		4.3			
1534	21.7	RUSK		68.7	...
		4.6			
1536	26.3	MENOMONIE	ⓄⓇ	64.0	...
		3.6			
9864	29.9	TRAMWAY		60.4	10999
		5.0			
1539	34.9	KNAPP		55.4	...
		4.7			
1540	39.6	WILSON		50.6	...
		3.2			
1541	42.8	HERSEY		47.1	11061
		3.0			
1542	45.8	WOODVILLE		44.1	...
		3.7			
1543	49.5	BALDWIN		39.1	...
		4.8			
1544	54.3	HAMMOND		34.2	11840
		4.4			
1545	58.7	ROBERTS		29.9	...
		6.1			
...	64.8	SONO JCT.		23.6	...
		0.6			
1549	65.4	SONO	Ⓡ	23.0	7970
		4.1			
1548	69.5	HUDSON	ⓅⓄⓇ	19.0	...
		7.4	ⓄⓇ		
1554	76.9	LAKE ELMO		11.6	...
		5.0			
1557	81.9	HAZEL PARK JCT.		6.6	...
		4.8			
1559	86.7	EAST ST. PAUL	ⓅⓄⓇ	1.8	...
		0.6	ⓇⓄⓇ		
...	87.3	BUCKLEY	Ⓡ	1.2	...
		0.2			
...	87.5	WESTMINSTER STREET	ⓄⓇ	1.0	...
		7.4			
1564	94.9	EAST MINNEAPOLIS		...	...

### SPEED RESTRICTIONS (In MPH)

Maximum	60
MP 89.1—90.7	35
MP 1.0 Buckley Int.	10
MP 1.2—6.6	45
MP 1.9 Greenbrier Ave.	
Eastward trains	10*
MP 6.6 Through turnout	30
MP 15.4—18.5 Curves	30
MP 18.5—19.0 Bridge 414, curves & turnout	20
MP 19.0—22.0 Curves	30
MP 23.6 Through turnout	40
MP 50.8—52.7	40
MP 84.0—84.8	40
MP 84.8 Through turnout	40
MP 84.8—87.0 Eastward track	40
MP 87.0 Yukon Jct. Int.	
Straight routes	40
Diverging routes	10
West leg of wye	5
MP 87.0—89.1	25
MP 89.6 Road crossing	40

\*Indicates that restriction applies only until engine of train has passed limits of restriction.

### Yard Limits:

Westminster Street—MP 8.0
MP 17.3—24.3
MP 84.8—Altoona

**Main track begins** for eastward trains and ends for westward trains at the east interlocking limits—East St. Paul (Buckley).

### ABS: East St. Paul—Altoona

**Eau Claire**—When Eastward Signal 870 displays other than Proceed, crew member must communicate with control operator for instructions.

Trains handling cars in excess of 200,000 lbs. over the Shawtown Bridge at Eau Claire over the Chippewa River must have an empty car placed on each end of cars in excess of 200,000 lbs.

**Hudson**—When Westward Signal 197 displays Stop and Proceed, westward trains must communicate with operator for instructions.

### Double Track (trains keep to the right):

Altoona—Eau Claire Jct.  
 Sono Jct.—Hudson  
 Hazel Park Jct.—Buckley

**Movements Against the Current of Traffic** between Altoona and Eau Claire Jct. and between Hazel Park Jct. and Buckley may be made on instructions of Yardmaster or Yard Foremen through operators or train dispatcher and between Sono Jct. and Hudson on instructions of train dispatcher or operator.

**Train Location Reports** (line-ups) not issued between Altoona and Eau Claire Jct. and between Westminster Street and Hazel Park Jct. and do not include movements

Special Instructions on next page



## ALTOONA SUBDIVN—TWIN CITIES DIVISION

against the current of traffic or unanticipated movements with the current of traffic between Hudson and Sono Jct.

### Hot Box Detectors:

Location	Telephones
MP 28.6 (Roberts)	MP 35.2 (eastward trains)
MP 68.7 (Rusk)	MP 22.4 (westward trains)
	MP 76.5 (eastward trains)
	MP 64.1 (westward trains)

All trains must stop and call train dispatcher from telephone shown above unless radio communication has been received authorizing train to proceed.

### Spring Switches:

Hazel Park Jct: End of double track; normal position for westward track.\*

Hudson: End of double track; normal position for eastward track.\*

Sono Jct: End of double track; normal position for westward track.\*

Hammond: Both ends of siding.\*

Hersey: Both ends of siding.\*

Tremway: Both ends of siding.\*

Ajax: Both ends of siding.\*

Eau Claire Jct: End of double track; normal position for eastward track.\*

\* Indicates equipped with facing point lock.

### Normal Position of Junction Switches:

Hudson and Eau Claire—for Altoona Subdivision.

### Rule 83(B):

Eau Claire—Trains to and from Itasca Subdivision must obtain clearance.

Trains, except through trains, originating at Altoona must obtain a clearance at Altoona.

All trains obtain clearance at Hudson.

### Rule 83(A):

Register ticket authorized at East St. Paul.

Rule 99—Minimum flagging distance 1 mile.

MILW and BN operate over C&NW between East St. Paul and Hudson.

### East St. Paul:

Approach switches at Payne Ave. expecting to find them lined in either direction.

Atlantic St., Duluth Ave., McKnight Road, and Century Ave. crossings must not be blocked by standing train or cars for more than ten minutes.

### Rule 15 (Addition):

St. Paul city ordinance prohibits unnecessary use of locomotive whistle or bell.

### Maximum Wt:

Altoona—East St. Paul ..... 315,000 lbs.

East St. Paul—East Minneapolis .....

..... 263,000 lbs.

Yard track to City of Menomonie .....

..... 263,000 lbs.

## CORNELL SUBDIVN—TWIN CITIES DIVISION

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts
		↓	↑	
1664	0.0	NORMA .....	①②	3.4
		8.4		
2912	8.4	JIM FALLS .....		11.9
		10.9		
2924	19.3	CORNELL .....		22.8

### SPEED RESTRICTIONS (In MPH)

Maximum ..... 10

Rule S-225 applies.

Train Location Reports (line-ups) not issued.

### Normal Position of Junction Switch:

Norma—for Itasca Subdivision.

Maximum Wt: 220,000 lbs.

## STILLWATER SUBDIVN—TWIN CITIES DIVISION

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts
		↓	↑	
1548	0.0	HUDSON .....	②③④⑤⑥⑦⑧	0.0
		3.0		
1553	3.0	BAYPORT .....	②③④⑤⑥⑦⑧	2.5
		1.5		
1551	4.5	JUNCTION SWITCH .....	②③④⑤⑥⑦⑧	4.6
		1.2		
1552	5.7	STILLWATER .....		5.7

Eastward trains must obtain verbal permission from operator at Hudson before departing Bayport.

Rule 97 does not apply.

Train Location Reports (line-ups) not issued.

### Normal Position of Junction Switch:

Hudson—for Altoona Subdivision.

BN operates over C&NW between Hudson and Stillwater.

MILW operates over C&NW between Hudson and Bayport.

Maximum Wt: 263,000 lbs.

## ELROY SUBDIVN—TWIN CITIES DIVISION

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts
		↓	↑	
0934	0.0	ELROY Y .....		196.2
		10.3		
1502	10.3	HUSTLER .....		195.7
		2.9		
1504	13.2	CAMP DOUGLAS ② MILW .....	④	182.8
		9.3		
5855	22.5	WYEVILLE ② C&NW Y .....	③④⑤⑥⑦⑧⑨⑩	173.5

### SPEED RESTRICTIONS (In MPH)

Maximum ..... 10

### Yard Limits:

Wyeville—MP 174.9

MP 194.8—Elroy

Rule 99—Minimum flagging distance 1000 feet.

Train Location Reports not issued.

Maximum Wt: 263,000 lbs.

### SPEED RESTRICTIONS (In MPH)

Maximum ..... 10

MP 3.0 5th Ave.

North ..... 5

Rule 83(B) does not apply at Hudson. Westward trains must obtain verbal permission from operator at Hudson before departing.

# ITASCA SUBDIVN—TWIN CITIES DIVISION

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts	Length of Sidings
		↓	↑		
1530	0.0	YUKON JCT. TY	①②③④	0.0	...
...	8.0	8.0 SOO	⑤	7.7	...
1662	10.3	2.3 CHIPPEWA FALLS	⑥ SOO ⑦	10.0	...
1664	12.6	2.3 NORMA TY	⑧	12.2	3923
...	23.5	10.9 CO-OP		23.3	...
1665	25.0	1.5 BLOOMER		24.8	...
1669	33.5	8.5 NEW AUBURN		33.2	6796
1672	42.2	8.7 CHETEK		42.0	...
1674	50.2	8.0 CAMERON	⑨ SOO ⑩	49.9	4008
...	53.6	3.4 SOO	⑪	53.3	...
1677	56.9	3.3 RICE LAKE		56.6	3338
1679	64.2	7.3 HAUGEN		63.8	...
1681	71.5	7.3 SARONA		71.2	4087
1625	81.2	9.7 SPOONER Y.	⑫⑬⑭⑮⑯	80.8	6800
...	87.6	6.4 TREGO TY	⑰	77.2	...
1683	98.4	10.8 LAKESIDE	⑱	83.6	...
...	102.2	3.8 MINONG		W10.6	7381
1685	107.5	5.3 WASCOTT		W14.5	...
...	112.6	5.1 GORDON		W19.9	4396
1686	112.6	8.0 GORDON		W24.9	...
1687	120.6	1.5 SOLO SPRINGS		W33.0	...
1688	122.1	9.4 SAUNTRY		W34.5	6469
1691	131.5	6.6 HAWTHORNE		W43.8	3287
1692	138.1	9.6 ROCKMONT		W50.7	4017
1695	147.7	9.6 ITASCA Y.	⑲⑳㉑㉒	W59.9	...

### SPEED RESTRICTIONS (In MPH)

Maximum	49
MP 0.0—1.4	10
MP 7.7—Soo Line	20*
MP 8.7—9.8 curves	45
MP 10.0—10.9 curves	20
MP 10.7 Br. 614	15
MP 10.9—12.2 curves	25
MP 53.3—Soo Line	40*
MP 55.4—56.9 crossings	30
MP 72.0—80.8 curves	40
MP 80.7 crossing	10
MP 83.1 curve	45
MP W0.3 curve	40
MP W2.8—W56.8	40

Do not exceed 5 MPH on west leg of wye at Yukon Jct.

\*Indicates that restriction applies only until engine of train has passed limits of restriction.

### Yard Limits:

MP 79.2—80.2—Spooner  
MP 56.8—Itasca

### Temporary Yard Limits:

Yukon Jct.—MP 0.0—4.0  
Norma—MP 11.2—12.5  
Trego—MP 83.0—0.5  
Effective as authorized by form "TY" train order.

### Hawthorne Station Limits:

MP 43—45.5

### Hot Box Detectors:

Location	Telephones
MP 30.5 (Bloomer)	MP 25.4 (eastward trains)
MP 60.5 (Haugen)	MP 34.3 (westward trains)
MP 40.1 (Hawthorne)	MP 57.1 (eastward trains)
MP 43.8 (Trego)	MP 63.8 (westward trains)
MP 80.5	MP 33.5 (eastward trains)
MP 0.4	MP 43.8 (westward trains)
	MP 78.4 (eastward trains)
	MP 0.4 (westward trains)

All trains must stop and call train dispatcher from telephone shown above unless radio communication has been received authorizing train to proceed.

# ITASCA SUBDIVN—TWIN CITIES DIVISION

**Rule 83(A)**—Spooners is register station for trains originating and terminating only.

**Rule 83(B)**: Trains enroute Itasca Subdivision must obtain clearance at Eau Claire.

**Rule 99**—Minimum flagging distance 4500 feet.

### Normal Position of Junction Switch:

Norma—for Itasca Subdivision  
Trego—for Itasca Subdivision

**Permission to enter Altoona Subdivision** must be obtained from the operator at Eau Claire.

**Ore trains** must not use sidings without permission from train dispatcher.

**Bridge 614 (MP 10.7)**: Loads of pulpwood must be inspected before moving through bridge. When necessary, train must be stopped to make inspection.

### Duluth Spur:

Extends from Itasca to Superior, MP 66.1, (Station 1697) and from Superior to

Duluth, MP 70.1, (Station 1699). Speed restrictions will be issued by Superintendent's Bulletin or verbally by Itasca Yardmaster.

At and between Superior and Duluth C&NW operates over BN.

Soo Line operates over C&NW at Superior and Duluth.

LST&T operates over C&NW at Superior. Rules and special instructions of owning road govern.

### Railroad Crossings on Duluth Spur Track:

MP 80.8	⊗	BN	①
MP 61.1	⊗	BN	②
MP 62.7	⊗	BN	③
MP 65.1	⊗	SOO	④
MP 65.4	⊗	LST&T	⑤
MP 66.3	⊗	LST&T	⑥
MP 69.4	⊗	SOO	⑦
MP 69.9	⊗	BN	⑧
MP 70.2	⊗	BN	⑨

Maximum Wt: 263,000 lbs.

# WHITE BEAR LAKE SUBDIVN—TWIN CITIES DIVISION

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts
		↓	↑	
1695	0.0	ITASCA	㉓㉔㉕㉖	59.9
...	0.6	0.6 SOUTH ITASCA		...
...	5.8	5.2 SAUNDERS		...
...	67.4	61.6 HINCKLEY		...
...	132.3	64.9 WHITE BEAR LAKE		...
...	140.6	8.3 CLAYMONT		...
1559	141.0	EAST ST. PAUL	㉗㉘㉙㉚㉛	1.8

### Between South Itasca and Claymont:

C&NW trains and engines operate over the DMIR between South Itasca and Saunders and operate over the BN between Saunders and Claymont. Operating Rules, Special Instructions, and Timetable of owning railroad governs.

### Bulletin Boards:

DMIR and BN bulletin boards are located at Itasca, Spooner, East St. Paul, East Minneapolis, and South St. Paul.

### Rule 83(A)

Register ticket authorized at East St. Paul.

# HAYWARD SUBDIVN—TWIN CITIES DIVISION

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts
		↓	↑	
1627	0.0	TREGO	①	83.5
...	3.7	3.7 EARL		87.2
1629	7.3	4.2 SPRING BROOK		91.4
...	16.7	8.8 JOHNSON		100.2
1634	19.3	3.2 HAYWARD		103.4

### SPEED RESTRICTIONS (In MPH)

Maximum ..... 10

**Rule 83(B)** does not apply at Hayward.

**Rule 97** does not apply.

**Rule S-225** applies.

Trains register at Spooner.

**Train Location Reports** (line-ups) not issued.

Maximum Wt: 263,000 lbs.

# SPARTA SUBDIVN—TWIN CITIES DIVISION

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts	Length of Sidings
		↓	↑		
5856	0.0	WYEVILLE ⊗ C&NW Y ⊙ ⊙ ⊙ ⊙	153.9	85	
	6.5	NORTH TOMAH	160.4		
	3.0	TUNNEL CITY ⊙ ⊙ ⊙ ⊙	163.4		
5861	6.5				
5864	9.5	LA CROSSE Y	271.8		
0951		VIA MILW			
1000		WINONA Y... ⊙ ⊙ ⊙ ⊙ ⊙ ⊙ ⊙	0.4		

Eastward trains must obtain a C&NW clearance at Winona (CK).

**Rule 99**—Minimum flagging distance 1 mile.

**Between Tunnel City and CK (Winona)**

C&NW trains and engines operate over MILW and are governed by MILW timetable and rules.

**MILW Bulletin Boards** are located at Wyeville, Adams Yard and at Winona yard office and engine house.

**LaCrosse Spur Track:**  
Extends from Grand Crossing westward 0.8 miles and from Grand Crossing eastward 2.3 miles to end of track.  
Maximum speed. 10 MPH

**Railroad Crossings and Interlockings on LaCrosse Spur:**  
Grand Crossing ⊗ BN  
MILW ⊙ ⊙ ⊙ ⊙

**Maximum Wt: 283,000 lbs.**

**SPEED RESTRICTIONS (In MPH)**  
Maximum ..... 40  
Wyeville Int. limits—  
Eastward ..... 20\*

\* Indicates that restriction applies only until engine of train has passed limits of restriction.

**Yard Limits:**  
Wyeville—MP 155.6  
**Rule 83(A):**  
Register ticket authorized at Wyeville.  
**Rule 83(B):**  
Westward trains must obtain both C&NW and MILW clearances at Wyeville.

# WINONA SUBDIVN—TWIN CITIES DIVISION

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts	Length of Sidings
		↓	↑		
1000	0.0	WINONA.....	0.2	...	
	1.5	CK ⊗ MILW	1.7	...	
	4.2	MINNESOTA CITY	5.9	...	
1004	5.7				
	5.4	STOCKTON	11.3	...	
1005	11.1				
	7.1	LEWISTON	18.4	2427	
1007	18.2				
	4.3	UTICA	22.7	...	
1008	22.5				
	5.6	ST. CHARLES	28.3	...	
1009	28.1				
	3.9	DOVER	32.2	...	
1010	32.0				
	4.7	EYOTA	36.9	...	
1012	36.7				
	1.0	PLAINVIEW JCT. } TY	37.9	...	
1011	37.7				
	4.8	HAVERHILL	42.7	...	
1014	42.5				
	6.5	ROCHESTER Y.. ⊙ ⊙ ⊙ ⊙ ⊙	49.2	...	
1016	49.0				
	9.5	BYRON	58.7	...	
1018	58.5				
	5.2	KASSON	63.9	...	
1019	63.7				
	5.3	DODGE CENTER TY	69.2	5000	
1020	69.0				
	7.2	CLAREMONT	76.4	1925	
1022	76.2				
	11.7	OWATONNA ⊗ CMSTP&P ⊙	88.1	1674	
1025	87.9				
	8.2	MERIDEN	86.3	...	
1027	96.1				
	6.2	WASECA ⊗ C&NW Y... ⊙ ⊙ ⊙ ⊙ ⊙	102.5	...	
1028	102.3				

**SPEED RESTRICTIONS (In MPH)**  
Maximum ..... 40  
MP 0.0—0.5 ..... 10  
MP 1.3—1.7 Int. limits MP 1.3—2.2 10  
MP 13.0—18.7 ..... 30  
MP 48.0—50.1 Street crossings ..... 10\*  
MP 88.0 MILW crossing ..... Stop  
MP 88.2—88.3 Street crossings ..... 10\*

\* Indicates that restriction applies only until engine of train has passed limits of restriction.

**Yard Limits:**  
Winona—MP 3.0  
MP 48.1—52.5  
MP 100.9—Waseca

**Temporary Yard Limits:**  
MP 36.5—39.0  
Eyota—Plainview Jct.  
Dodge Center—MP 67.8—70.0  
Effective as authorized by form "TY" train order.

**Rule 83(A)**—Rochester is register station for trains originating and terminating only.

**Rule 83(B)**—All trains obtain clearance at CK.

**Rule 97** does not apply between: Winona and CK  
Eyota and Plainview Jct.

**Rule 99**—Minimum flagging distance 4500 feet.

**Lookout for falling rock** between MP 14.5 and 16.0 located between Stockton and Lewiston.

**Eyota**—flag over industry track crossings.

**Normal Position of Junction Switch** at Plainview Jct. is for Winona Subdivn.

**Waseca**—Eastward trains must use at least 20 seconds between railroad crossing and Second St. to allow sufficient time for crossing protection to operate.

**Maximum Wt: 283,000 lbs.**

# PLAINVIEW SUBDIVN—TWIN CITIES DIVISION

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts
		↓	↑	
1011	0.0	PLAINVIEW JCT. ⊙ ⊙	1.0	
	5.2	VIOLA	6.2	
1112	5.2			
	5.2	ELGIN	11.4	
1114	10.4			
	4.5	PLAINVIEW	15.9	
1116	14.9			

**SPEED RESTRICTIONS (In MPH)**  
Maximum ..... 30  
Plainview Jct. .... Stop

**Rock and Roll Restrictions** do not apply on Plainview Subdivn.

**Rule 97** applies.

**Rule S-225** applies.

**Normal Position of Junction Switch**—at Plainview Jct. is for Winona Subdivn.

**Maximum Wt: 283,000 lbs.**

# WASECA SUBDIVN—TWIN CITIES DIVISION

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts	Length of Sidings
		↓	↑		
1028	0.0	WASECA ⊗ C&NW Y ... A⊗ 10.4	⊙⊙⊙⊙⊙⊙	102.5	...
1029	10.4	JANESVILLE .....		112.9	1678
1032	20.1	EAGLE LAKE .....		122.6	...
1033	22.7	LIME SIDING .....		125.2	2300
1036	31.9	MANKATO Y ..... B⊙⊙⊙⊙ 10.4	⊙⊙⊙⊙⊙	0.0	...
5101	41.3	JUDSON .....		10.4	6082
5104	47.8	CAMBRIA .....		16.9	...
1047	57.1	NEW ULM Y ..... B⊙⊙⊙⊙		165.3	2697
1049	65.5	ESSIG .....		173.7	...
1050	71.6	SLEEPY EYE TY ..... B⊙⊙⊙		179.8	4910
1052	77.9	COBDEN .....		186.1	...
1054	85.0	SPRINGFIELD .....		193.2	2540
...	92.2	SANBORN JCT. .... ⊙		200.3	...
1056	93.5	SANBORN .....		201.7	4490
1058	100.6	LAMBERTON .....		208.8	...
1060	105.5	REVERE .....		213.7	...
1061	110.8	WALNUT GROVE .....		219.0	2700
1064	118.4	TRACY Y ..... ⊙⊙⊙⊙⊙⊙		226.6	...

### SPEED RESTRICTIONS (In MPH)

Maximum	40
MP 102.6 C&NW crossing	10
MP 125.2—129.6	30
MP 129.6—131.3	10
MP 5.9—7.4 (W. of Mankato)	30
All Yard Tracks	5

**Rule 83(A)** New Ulm is register station for trains originating and terminating only.

**Rule 83(B)** Mankato—all trains obtain clearance.

#### Yard Limits:

Waseca—MP 105.0
MP 129.6—2.9 (Mankato)
MP 24.0—166.1
MP 224.0—Tracy

#### Temporary Yard Limits:

Sleepy Eye—MP 178.8—181.3  
Effective as authorized by form "TY"  
train order.

**Rule 99**—Minimum flagging distance 4500 feet.

#### Mankato:

Waseca Subdivision trains and engines use St. James Subdivision main track between MP 82.7 and 85.7.

Trains directed to meet at Mankato must communicate with each other and the yardmaster to ascertain where required train will clear.

Engine bell must be rung between Blue Earth River bridge and Quarry track.

Movements over Main St. crossing on tracks east of station must be protected by crew member unless a crossing watchman is on duty.

#### Rule 15 (Addition):

Mankato city ordinance prohibits sounding engine whistle.

**Normal Position for Junction Spring Switch:** at Mankato MP 2.2 is for St. James Subdivision.

**Normal Position for Junction Switch:** at Sanborn Jct. is for Waseca Subdivision.

#### Springfield—Southern 7 Co-Op Track:

When authorized by the train dispatcher, trains and engines may use the "Southern 7 Co-Op Track" located between MP 189.6 and MP 190.7, as a siding for meeting or passing trains. Track length is 5750 feet.

#### Janesville—GTA Co-Op Track:

When authorized by the train dispatcher, trains and engines may use the "GTA Co-Op Track" located between MP 108.36 and MP 107.57, as a siding for meeting or passing trains. Track length is 3600 feet.

**Waseca**—Eastward trains must use at least 20 seconds between railroad crossing and Second St. to allow sufficient time for crossing protection to operate.

**Maximum Wt:** 263,000 lbs.

# HURON SUBDIVN—TWIN CITIES DIVISION

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts	Length of Sidings
		↓	↑		
1064	0.0	TRACY Y ..... ⊙⊙⊙⊙⊙⊙		226.6	...
1200	7.2	GARVIN .....		233.8	...
1201	13.0	BALATON .....		239.6	2789
1203	19.5	BURCHARD .....		246.1	...
1205	27.1	TYLER .....	⊙	253.7	4490
1207	34.9	LAKE BENTON .....		261.5	...
1208	41.2	VERDI .....		267.8	...
1210	47.8	ELKTON .....		274.4	5108
1213	58.5	AURORA .....		281.5	...
1214	64.3	BROOKINGS Y ..... ⊙⊙⊙		290.9	4173
1401	67.7	SIoux VALLEY JCT. Y .. ⊙⊙		294.3	...
1215	70.8	VOLGA .....		297.4	...
1219	81.7	ARLINGTON .....		306.3	...
1218	87.2	HETLAND .....		313.8	...
1220	94.4	LAKE PRESTON .....		321.0	2900
1222	103.0	DESMET .....		329.6	4359
1225	118.1	IROQUOIS .....		344.7	...
1227	127.4	CAVOUR .....		354.0	...
1228	136.2	HURON Y ..... ⊙⊙⊙⊙⊙		362.8	...

### SPEED RESTRICTIONS (In MPH)

Maximum	40
MP 247.9—249.0	30
MP 259.6—259.8	30
MP 261.9—266.7	30
MP 302.1—302.6 curves	35
MP 308.3—Main St., Arlington	30*
All Yard Tracks	5

\*Indicates that restriction applies only until engine of train has passed limits of restriction.

### Yard Limits:

Tracy—MP 227.2
MP 290.3—291.8
MP 293.7—294.8
MP 360.0—Huron

**Rule 83(A)**—Brookings is register station for trains originating and terminating only.

**Rule 99**—Minimum flagging distance 4500 feet.

**Normal Position of Junction Switch** at Sioux Valley Jct. is for Huron Subdivn.

**Maximum Wt:** 263,000 lbs.

# WATERTOWN SUBDIVN—TWIN CITIES DIVISION

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts
		↓	↑	
1401	0.0	SIOUX VALLEY JCT. ....	①②③④	0.0
		8.2		
1403	8.2	BRUCE .....		8.2
		10.1		
1405	18.3	ESTELLINE .....		18.3
		4.8		
1407	23.1	DEMPSTER .....		23.1
		7.4		
1410	30.5	CASTLEWOOD .....		30.5
		6.5		
1412	37.0	APPLEBY .....		37.0
		7.2		
1088	44.2	WATERTOWN ⊗ BN ...	ⓀⓁⓂⓎⓏ	319.0

**SPEED RESTRICTIONS (in MPH)**  
 Maximum ..... 10  
 MP 0.0 Jct. .... Stop  
 MP 319.6 BN crossing ..... Stop

Rule 97 does not apply.  
 Rule S-225 applies.

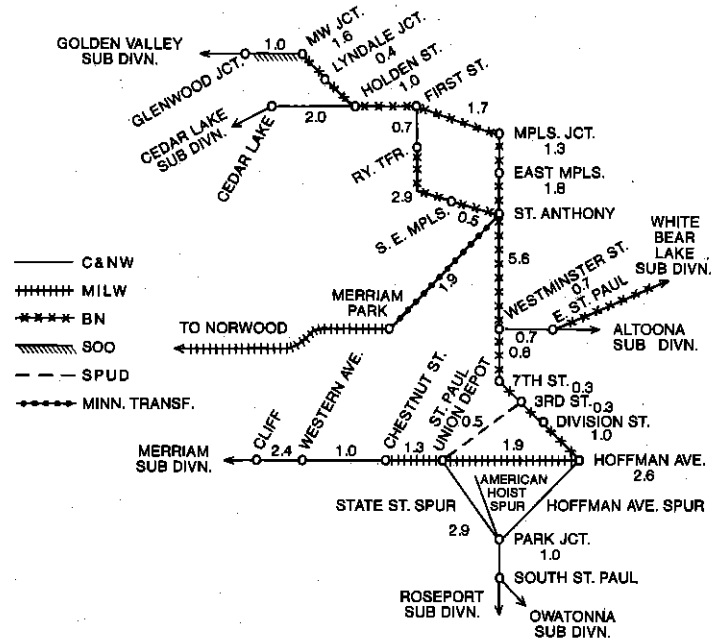
Normal Position of Junction Switch—at Sioux Valley Jct. Is for Huron Subdivn.

Watertown: Flag over Maple Street crossing.

Train Location Reports (line-ups) not issued.

Maximum Wt: 210,000 lbs.

# INSTRUCTIONS APPLICABLE IN TWIN CITIES TERMINAL



**C&NW operates over BN between:**  
 Division St. and St. Anthony, East Minneapolis and Holden St., Holden St. and MW Jct.

**C&NW operates over SOO between:**  
 MW Jct. and Glenwood Jct.

**C&NW operates over BN-MILW joint track between:** Hoffman Ave. and Division St.

**C&NW operates over MILW between:** Hoffman Ave. and Chestnut St.

**MILW operates over C&NW between:** Chestnut St. and Cliff.

Slow and cautionary order governing MILW trains will be issued by MILW Division Manager.

**Spring Switch:** DT switch (MP 1.3) normal position for eastward track.

**Eastward movements from Western Ave.** will be governed by Instructions from operator at Western Ave. who must communicate with MILW train dispatcher at St. Paul Yard for Instructions.

**Between St. Paul Union Depot and Roseport**  
 Soo Line operates over C&NW between St. Paul Union Depot, South St. Paul and Roseport, subject to C&NW timetable, rules and special instructions.

**City of Minneapolis Street Crossings**  
 City ordinance prohibits any switch engine to be operated into or across a public street within Minneapolis unless there be a crew member located so as to be able to pass signals to the engineer. This employe may be either on the ground in the crossing or on the leading end of the

engine. Employees are required to observe the requirements of this ordinance.

**Rule 15 (Addition)**  
 Minneapolis city ordinance prohibits the unnecessary use of the engine whistle. St. Paul city ordinance reads as follows: "It shall be unlawful to ring any bell on, or sound the whistle of any railroad locomotive within the limits of the City of St. Paul, except as a warning against immediate threatened danger, and only upon starting an engine."

**C&NW Radio Locations:**  
**Channel 1**—Western Ave., Hoffman Ave. Tower, Westminister St. Tower, East St. Paul, St. Anthony Tower, East Mpls. and South St. Paul.  
**Channel 2**—East Mpls., Western Ave., East St. Paul and South St. Paul.

**Bulletin Board Locations:**  
 Western Avenue, South St. Paul, East St. Paul, East Mpls., Southeast Mpls.

**Station Numbers for Twin Cities Terminal Yards:**

Railway Transfer	1561
Southeast Mpls.	7442
Cedar Lake	1563
East Mpls.	1562
East St. Paul	1559
Western Ave.	1702
South St. Paul	7438
Hoffman Ave.	1556
West Mpls.	1564
Minnesota Transfer	1565
State Street	7437



# ROSEPORT SUBDIVN—TWIN CITIES DIVISION

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts	Length of Sidings
		↓	↑		
1556	...	HOFFMAN AVE.....	ⓄⓈ	...	YARD
		2.6	ⓂⓄ		
		PARK JCT. ....		5.2	...
		1.0			
7436	...	SOUTH ST. PAUL.....	ⓄⓈⓂ	4.2	...
		2.2	ⓂⓄⓈ		
		Q JCT. ....		2.0	...
		1.9		3.9	...
7435	0.0	INVER GROVE.....	Ⓜ	522.0	1553
		0.5			
		JUNCTION SWITCH		521.5	...
		5.3			
7434	5.8	ROSEPORT Y.....	ⓄⓈⓂ	516.2	8782
		13.1			
7430	18.9	HAMPTON.....		503.1	...
		5.9			
7429	24.8	RANDOLPH Y. ⓄⓈⓂⓄⓈ		497.2	10290

### SPEED RESTRICTIONS (In MPH)

Maximum .....	49
Hoffman Ave.—MP 2.0.....	10
MP 2.0—5.2.....	25
MP 524.0—517.0.....	30
MP 516.9—515.9 curves.....	10
MP 513.7—512.7 curves.....	45
MP 507.1—503.3 curves.....	40

### Yard Limits:

Randolph—MP 500.1	
MP 513.0—517.5	
MP 520.0—South St. Paul	

**ABS:** Randolph—MP 524

**CTC:** MP 2.0—MP 5.2

### South St. Paul:

Station limits: MP 5.2—MP 2.0 and MP 524—MP 521.5.

**Normal Position of Junction Switch at MP 521.6** is for Roseport Subdivn.

Northward trains from the Owatonna and Roseport Subdivisions must not pass the Jct. Switch at MP 521.6 without permission from the train dispatcher at St. Paul.

The signal indication displayed for northward trains on the Owatonna Subdivision at MP 343.9 does not convey the condition of the track ahead nor does it convey permission to enter the Roseport Subdivision.

In addition to obtaining permission from the train dispatcher, northward trains from the Owatonna Subdivision must comply with the provision of Rule 513 of the Consolidated Code of Operating Rules before entering the Roseport Subdivision.

Southward trains to the Owatonna Subdivision and the Roseport Subdivision must notify the train dispatcher at St. Paul when their train has cleared Jct. Switch at MP 521.6. This information may be relayed through the operator at South St. Paul.

The train dispatcher will issue verbal instructions when necessary for trains and/or engines to meet at South St. Paul siding. These instructions must be repeated by a member of the crew.

**Rule 83(A)**—Register ticket authorized at South St. Paul.

**Rule 99**—Minimum flagging distance 1 mile.

**Roseport:** North siding switch is located at MP 515.8.

**Soo Line operates** over C&NW between St. Paul Union Depot and MP 513.3.

### American Holst Spur Track:

Extends from South St. Paul (Park Jct.) (MP 5.2) to American Holst and Derrick (MP 8.5).

Maximum Speed..... 10 MPH

All southward trains on the American Holst Spur Track must stop clear of the Hoffman Ave. Spur Track and obtain permission from the operator at South St. Paul before entering.

### Interlocking and Drawbridge at Hoffman Ave.:

Train and engine movements must stop before any part of train or engine passes red stop sign located on each side of swing bridge when bridgetenders are on duty (indicated by G.O.) unless a proceed signal given with a yellow flag or light or verbal permission is received.

Permission from operator at South St. Paul must be received before operating between Hoffman Ave. and South St. Paul.

### State St. Spur Track:

Extends from South St. Paul (Park Jct.) to St. Paul Union Depot. Maximum speed—10 MPH, except Robert St. Lift Bridge—5 MPH.

### Railroad Crossings, Interlockings and Drawbridges on State St. Spur Track:

Lift Bridge	ⓂⓄ
Union Depot	Ⓞ
MILW	Ⓜ

South St. Paul operator must notify Robert St. bridgetender of northward movements.

Permission from operator at South St. Paul must be received before operating between St. Paul Union Depot and South St. Paul.

**Maximum Wt:** 263,000 lbs.

# MERRIAM SUBDIVN—TWIN CITIES DIVISION

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts	Length of Sidings
		↓	↑		
1702	0.0	WESTERN AVE. } ⓄⓈⓂⓄ		1.8	...
		2.4	ⓂⓄ		
1705	2.4	CLIFF.....	ⓂⓄ	4.2	...
		9.5			
	11.9	BLACK DOG.....			
		4.9			
	16.8	SAVAGE.....		18.6	...
		3.5			
1715	20.3	VALLEY PARK.....	ⓄⓈ	22.1	...
		6.1	ⓂⓄ		
	26.4	SHAKOPEE.....		28.2	...
		5.8			
1711	32.2	MERRIAM Ⓞ C&NW Y.....	ⓄⓈⓂⓄ	34.0	4986

### SPEED RESTRICTIONS (In MPH)

Maximum .....	49
MP 2.1—6.2 .....	10
MP 6.2—12.0 .....	40
MP 27.3—28.3 .....	
westward .....	10
eastward .....	10*
MP 34.0 C&NW crossing .....	20*

\* Indicates that restriction applies only until engine of train has passed limits of restriction.

### Rock and Roll Action:

Restrictions relating to prevention of Rock and Roll action do not apply on Merriam Subdivn.

### Yard Limits:

Western Ave.—MP 4.9	
MP 12.0—29.7	
MP 32.0—Merriam	

**Main track begins** for westward trains and ends for eastward trains at MP 2.1 (James St.).

### Bridge 15

When Bridge 15 is unattended during a period

of time, as indicated by General Order, the specified route will be for eastward and westward train and engine movements.

If a signal for the specified route displays a Stop indication during the time the bridge is unattended, train and engine movements must stop and may then proceed at Restricted Speed over the bridge after it has been ascertained by a member of the crew that the route is properly lined.

### Valley Park Station Limits:

MP 12.0—29.7 (Black Dog, Savage and Shakopee shown for information).

**Time at Valley Park** applies at the station.

**Trains meeting at Valley Park** must communicate with each other to determine where the required train will clear main track.

**Rule 83(B)** does not apply at Western Avenue for MILW trains operating between Western Ave. and Cliff only.

Trains and engines originating at Valley Park obtain clearance upon commencing tour of duty.

All trains obtain clearance at Merriam.

**Rule 97** does not apply between Western Ave. and Cliff.

**Train Location Reports** (line-ups) not issued between Cliff and Western Ave.

### Normal Position of Junction Switch

Cliff—Lined and locked for route last used. All C&NW and MILW train and engine movements must approach Cliff prepared to stop short of above switch not properly lined.

**Rule 83(A)**—Register ticket authorized at Western Ave. and Merriam. MILW trains except those enroute to or from Merriam not required to register at Western Ave.

**MILW operates over C&NW** between Western Ave. and Cliff and between Shakopee and Merriam.

Slow and cautionary orders governing MILW trains between Western Ave. and Cliff will be issued by authority of MILW Superintendent.

**Authority for MILW trains to enter main track at Cliff** must be obtained from C&NW train dispatcher.

**Maximum Wt:** 263,000 lbs.

# ALBERT LEA SUBDIVN—TWIN CITIES DIVISION

Station Numbers	Miles	STATIONS		Mile Posts	Length of Sidings
		↓ EAST	↑ WEST		
7918	0.0	ALBERT LEA ⊗ MILW Y.....		119.0	...
	6.8	⊗⊙⊙⊙⊙⊙⊙			
7917	6.8	MANCHESTER.....		112.2	3500
	5.9				
7916	12.7	HARTLAND.....		106.3	...
	6.2				
7915	18.9	NEW RICHLAND.....		100.1	4300
	5.8				
7914	24.7	OTISCO.....		94.3	4200
	6.8				
1028	31.5	WASECA ⊗ C&NW Y..... ⊙⊙		87.5	2900
	5.9	⊙⊙⊙⊙			
7913	37.4	PALMER.....		81.6	3700
	4.7				
7912	42.1	WATERVILLE.....		76.9	...
	3.2				
7911	45.3	ROGERS.....		73.8	4250
	3.7				
7910	49.0	KILKENNY.....		70.0	...
	8.7				
7908	57.7	MONTGOMERY TY. ⊙⊙⊙⊙		61.3	4850
	7.4				
7907	65.1	NEW PRAGUE TY..... ⊙⊙		53.9	4300
	9.9				
1712	75.0	JORDAN.....		44.0	...
	5.6				
1711	80.8	MERRIAM ⊗ C&NW Y.....		38.4	6550
		⊙⊙⊙⊙⊙⊙			

### SPEED RESTRICTIONS (In MPH)

Maximum	40
MP 119.2 MILW crossing	Stop
MP 87.6 C&NW crossing	20*
MP 83.0—76.7	35
MP 71.2—70.8	35
MP 62.1 Road crossing (WW)	35
(EW)	30
MP 49.0—43.5	35
MP 38.6 Int limits	20*

\*Indicates that restriction applies only until engine of train has passed limits of restriction.

### Yard Limits:

MP 116.9—Albert Lea
MP 89.0—87.0
MP 40.8—Merriam

### Temporary Yard Limits:

Montgomery—MP 59.8—62.3
New Prague—MP 52.8—55.1

Effective as authorized by form "TY" train order.

**Rule 83(A):** Register ticket authorized at Merriam.

During and immediately after heavy rains, trains must approach bulkhead near MP 42, located 2 miles east of Jordan, expecting to find track covered with dirt and sand.

**Rule 99—**Minimum flagging distance 4500 feet.

**Albert Lea—**flag over Front Street crossing.

**Maximum Wt:** 315,000 lbs.

# ST. JAMES SUBDIVN—TWIN CITIES DIVISION

Station Numbers	Miles	STATIONS		Mile Posts	Length of Sidings
		↓ WEST	↑ EAST		
1711	0.0	MERRIAM ⊗ C&NW Y ⊙⊙⊙		34.0	4986
	4.9	⊙⊙⊙			
1712	4.9	JORDAN.....		38.0	...
	7.6				
1714	12.5	BELLE PLAINE.....		46.5	5120
	4.3				
1716	16.8	BLAKELEY.....		50.9	...
	6.8				
1718	23.6	HENDERSON.....		57.7	...
	4.6				
1720	28.2	LE SUEUR Y.....		62.4	4195
	6.2				
1722	34.4	OTTAWA Y.....		68.5	4986
	4.3				
1038	38.7	ST. PETER.....		72.8	...
	3.0				
1037	41.7	KASOTA.....		77.5	8057
	8.3				
1036	50.0	MANKATO Y..... ⊙⊙⊙⊙		85.8	...
	12.3	⊙⊙⊙⊙			
1731	62.3	LAKE CRYSTAL.....		98.4	...
	10.7				
1733	73.0	MADELIA.....		109.3	3300
	11.7				
1737	84.7	ST. JAMES Y..... ⊙⊙⊙⊙⊙		120.9	...

### SPEED RESTRICTIONS (In MPH)

Between Merriam and Mankato.

Maximum	60
MP 44.1 curve	50
MP 46.4 curve	40
MP 48.0—52.0 curves	45
MP 58.0—61.6	30
MP 61.6—67.1 curves	35
MP 69.1 curve	50
MP 69.8—69.8 Bridge 351	10
MP 72.7—73.0 curve	50
MP 77.2—77.7 curves	50

Between Mankato and St. James.

Maximum	49
MP 84.1—85.7 curves	20
MP 85.7—88.8	10
MP 106.4—107.3	40
MP 111.8 Bridge 522	25

### Yard Limits:

Merriam—MP 36.0
MP 60.6—63.7
MP 67.6—69.9
MP 79.9—80.0
MP 110.2—St. James

**ABS: Merriam—Mankato**

### Hot Box Detectors:

Location	Telephones
MP 54.0	MP 50.9 (eastward trains)
(Blakeley)	MP 57.9 (westward trains)

All trains must stop and call train dispatcher from telephone shown above unless radio communication has been received authorizing train to proceed.

### Spring Switch:

MP 88.2—Mankato junction with Waseca Subdivision normal position for St. James Subdivision.

**Rule 83(A)** Register ticket authorized at Mankato and Merriam.

**Rule 83(B):** All trains obtain clearance at Mankato.

**Rule 99—**Minimum flagging distance 4500 feet.

### Mankato:

Trains meeting will do so as directed by Yardmaster.

Engine bell must be rung between Blue Earth River Bridge and Quarry Track.

Movements over Main St. crossing on track east of station not protected by crossing watchman must be protected by crew member.

### Rule 15 (Addition)

Mankato city ordinance prohibits sounding engine whistle.

**St. James:** Flag over Armstrong Boulevard.

**Maximum Wt:** 263,000 lbs.

# LE MARS SUBDIVN—TWIN CITIES DIVISION

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts	Length of Sidings
		↓	↑		
1737	0.0	ST. JAMES Y.....	⊙⊙⊙⊙ ⊙⊙⊙⊙	120.9	...
4020	8.0	BUTTERFIELD ⊗ C&NW 7.3 TY	⊙⊙⊙ ⊙⊙⊙	128.9	3213
1741	15.3	MOUNTAIN LAKE.....		136.3	...
1743	21.6	BINGHAM LAKE.....		142.5	4580
1745	26.1	WINDOM TY.....	⊙	147.1	2777
1747	31.7	WILDER.....		152.7	...
1749	38.4	HERON LAKE.....		159.3	3801
1750	41.7	MILOMA.....		162.6	...
1751	48.4	BREWSTER.....		169.3	...
1753	56.6	WORTHINGTON TY ⊙⊙⊙⊙	⊙⊙⊙⊙	177.7	4279
1756	60.1	AGATE.....	⊙	181.1	...
1757	66.2	BIGELOW.....		187.2	3033
1760	74.4	SIBLEY ⊗ C&NW TY.....	⊙	195.3	1940
1762	80.8	ASHTON.....		201.7	...
1763	85.7	ITTER.....		206.6	3606
1764	90.6	SHELDON ⊗ MILW TY ⊙⊙⊙	⊙⊙⊙	211.5	...
1766	98.5	HOSPERS.....		219.4	...
248	106.7	ALTON TY.....		227.6	3258
1769	111.6	CARNES.....		232.6	5485
1770	118.1	SENEY.....		239.0	...
1772	122.8	LE MARS Y.....	⊙⊙⊙⊙⊙⊙	243.7	...
4738	145.8	SIoux CITY Y.....	⊙⊙⊙⊙⊙⊙	...	...

**SPEED RESTRICTIONS (In MPH)**  
 Maximum ..... 49  
 (except between MP 127.0 and 133.0 and between MP 226.8 and 243.8)..... 35  
 MP 128.9—129.4 crossings..... 30\*  
 MP 146.6—147.4 crossings..... 30  
 MP 177.2—177.6 crossings..... 30  
 MP 211.5 MILW ..... 20\*  
 MP 214.7—215.2 curves..... 45  
 MP 225.9 curve..... 40  
 MP 243.8 Int. limits ..... 10

\* Indicates that restriction applies only until engine of train has passed limits of restriction.

**Yard Limits:**  
 St. James—MP 123.0  
 MP 242.2—Lemars

**Temporary Yard Limits:**  
 Butterfield—MP 128.4—130.0  
 Windom—MP 146.0—147.5  
 Worthington—MP 173.7—179.2  
 Sibley—MP 195.0—196.0  
 Sheldon—MP 209.9—212.1  
 Alton—MP 227.0—228.5  
 Effective as authorized by form "TY" train order.

**Hot Box Detectors:**  
 Location      Telephone  
 MP 156.3      MP 152.6 (eastward trains)  
 (Heron Lake)      MP 159.3 (westward trains)  
 MP 235.5      MP 232.8 (eastward trains)  
 (Carnes)      MP 238.9 (westward trains)

All trains must stop and call train dispatcher from telephone shown above unless radio communication has been received authorizing train to proceed.

**Normal Position of Junction Switch:**  
 Agate—for Lemars Subdivision

**Rule 83(A):** Register ticket authorized at Lemars.

**Rule 83(B):** Westward trains obtain clearance at St. James. Eastward trains obtain clearance at Lemars.

**Rule 99—**Minimum flagging distance 4500 feet.

**St. James:** Flag over Armstrong Boulevard.

**C&NW operates over ICG** between Lemars and 28th St., Sioux City.

**Maximum Wt:** 263,000 lbs.

# SIoux FALLS SUBDIVN—TWIN CITIES DIVISION

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts	Length of Sidings
		↓	↑		
1756	0.0	AGATE Y.....	⊙	0.0	...
2002	8.3	RUSHMORE.....		8.3	...
2004	15.1	ADRIAN.....		15.1	2537
2006	22.6	MAGNOLIA.....		22.6	...
2010	29.2	LUVERNE Y.....		29.2	...
2012	37.6	BEAVER CREEK.....		37.6	...
...	41.5	⊗ BN.....	⊙	41.5	...
2014	43.3	VALLEY SPRINGS.....		43.3	...
2016	49.8	BRANDON.....		49.8	...
...	54.5	⊗ BN.....	⊙	54.5	...
...	56.8	⊗ BN.....	⊙	56.8	...
...	58.1	⊗ ICG-BN.....	Y ⊙	58.1	...
2018	58.4	SIoux FALLS.....	⊙⊙⊙⊙⊙⊙	58.4	...
...	58.6	⊗ BN.....	⊙	58.6	...

**SPEED RESTRICTIONS (In MPH)**  
 Maximum ..... 30  
 MP 41.5 BN crossing ..... 20\*  
 MP 50.6 Bridge P-106..... 10  
 MP 54.5 BN crossing ..... 20\*  
 MP 56.8 BN crossing ..... Stop  
 MP 57.9 Webber Ave. .... 10  
 MP 58.1 ICG and BN crossing ..... Stop  
 MP 58.2 Sixth St. .... 5  
 MP 58.4 Eighth St. .... 5  
 MP 58.6 BN crossing ..... Stop  
 MP 60.2 Grange Ave. .... 5

\* Indicates that restriction applies only until engine of train has passed limits of restriction.

**Yard Limits:**  
 Agate—MP 2.0  
 MP 27.6—31.3  
 MP 53.3—Sioux Falls

**Rule 99(D)** applies.

**Normal Position of Junction Switch:**  
 Agate—for Lemars Subdivision.

**Maximum Wt:**  
 Agate—  
 Luverne: 263,000 lbs.  
 Luverne—  
 Sioux Falls: 210,000 lbs.

**Note:** Tank cars grossing 217,000 lbs. may be handled between Luverne and Sioux Falls at not exceeding 20 MPH.

# CEDAR LAKE SUBDIVN—TWIN CITIES DIVISION

Station Numbers	Miles	↓ ↑		Mile Posts	Length of Sidings
		EAST STATIONS	WEST		
1711	0.0	MERRIAM ② C&NW Y... ②①		38.4	...
		5.6	②③④		
7905	5.9	CHASKA .....		32.8	7228
		6.6			
7900	12.5	EDEN PRAIRIE.....		28.2	2040
		3.0			
...	15.5	② MILW..... ④		23.2	...
		3.6			
7904	18.1	HOPKINS ..... ②③④⑤⑥		19.8	...
		2.2			
7903	21.3	ST. LOUIS PARK } Y .....		17.4	...
		3.0			
1563	24.3	CEDAR LAKE.....		14.4	...
		6.0			
1564	30.3	EAST MINNEAPOLIS .....		...	...

**Spring Switches:**  
Hopkins: End of double track; normal position for eastward track.

**Rule 83(A):** Register ticket authorized at Merriam.

**Rule 99—**Minimum flagging distance 4500 feet.

**Hopkins: Westward Train**  
Order signal displays the following aspects and indications:  
Red—stop to clear Monk Ave.  
Yellow—proceed to train order office and obtain clearance  
Green—proceed

Westward trains must not block Monk Ave. while waiting for an eastward train.

**Maximum Wt: 315,000 lbs.**

**SPEED RESTRICTIONS**

(In MPH)  
Maximum ..... 49  
MP 38.6 Int. limits ..... 20\*  
MP 36.2 Minn. River Br. .... 10  
MP 34.3—33.9 ..... 30\*  
**Westward Track**  
MP 19.6—14.4 ..... 10  
**Eastward Track**  
MP 19.6—14.4 ..... 10  
\* Indicates that restriction applies only until engine of train has passed limits of restriction.

**Yard Limits:**

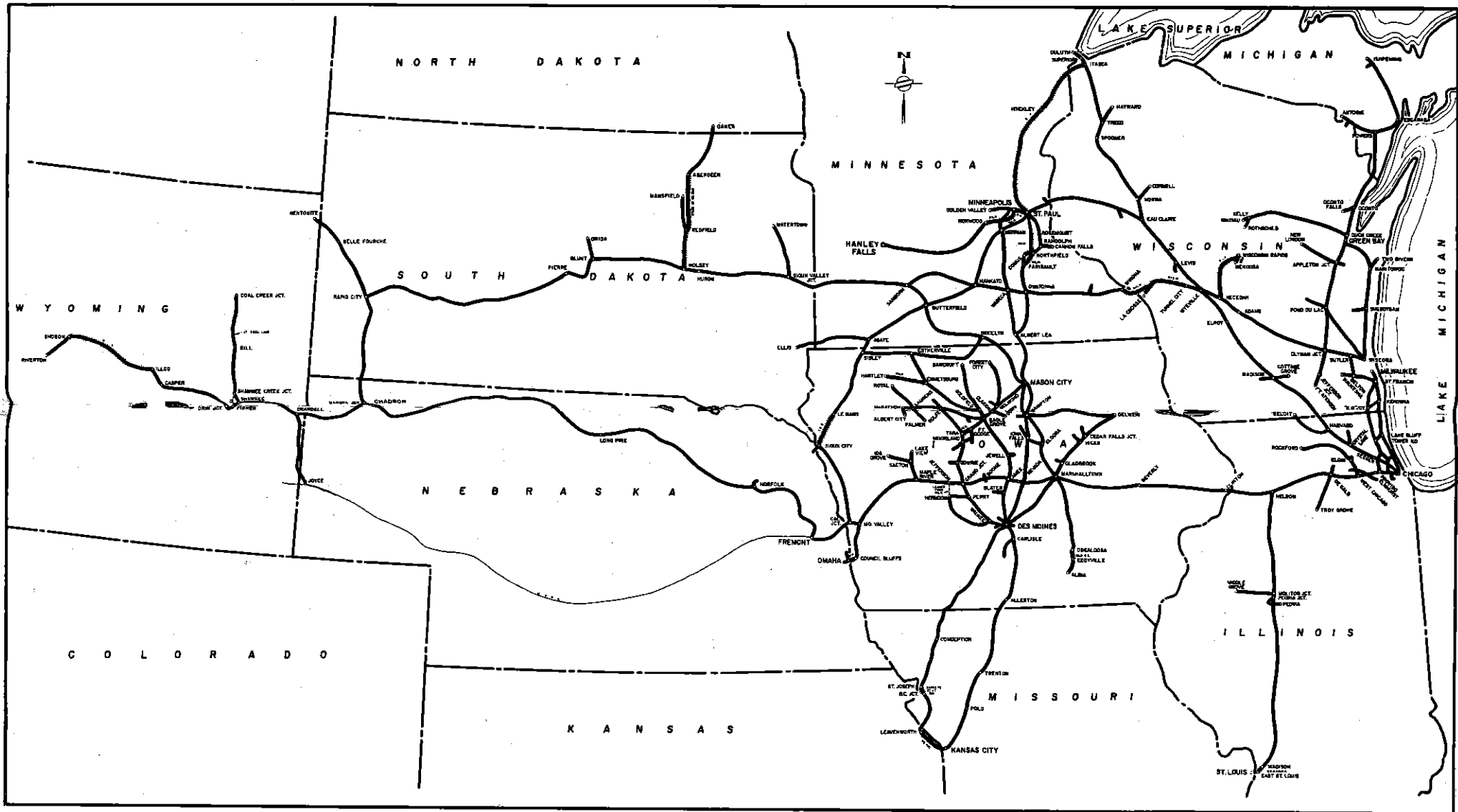
Merriam—MP 36.8  
MP 21.6—Cedar Lake  
**Double Track** (trains keep to the right) Cedar Lake—Hopkins.  
**MILW operates over** C&NW between Hopkins and Merriam.  
**Train Location Reports** (line-ups) not issued between Cedar Lake and Hopkins.

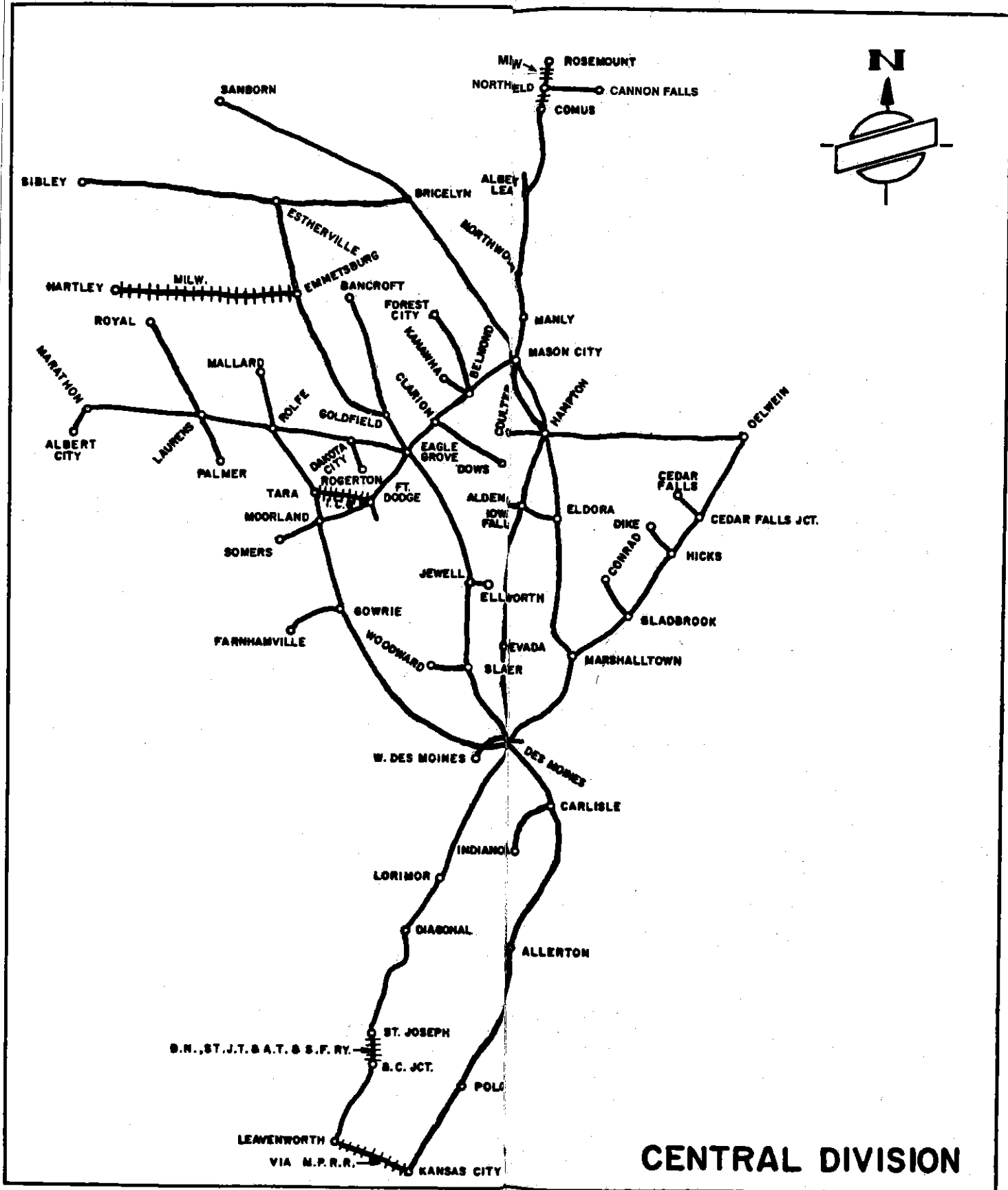
# GOLDEN VALLEY SUBDIVN—TWIN CITIES DIVISION

Station Numbers	Miles	↓ ↑		Mile Posts
		WEST STATIONS	EAST	
7964	0.0	GLENWOOD JCT. ② MN&S ...		3.0
		2.4	Y ②③④	
7965	2.4	GOLDEN VALLEY.....		5.6

**SPEED RESTRICTIONS**

(In MPH)  
Maximum ..... 10  
**Rule 97** does not apply.  
**Train Location Reports** (line-ups) not issued.  
**Maximum wt: 263,000 lbs.**





**CENTRAL DIVISION**

# KANSAS CITY SUBDIVN—CENTRAL DIVISION

# KANSAS CITY SUBDIVN—CENTRAL DIVISION

Station Numbers	Miles	SOUTH STATIONS NORTH		Mile Posts	Length of Sidings
		↓	↑		
7325	0.0	DES MOINES	ⓄⓄⓂ	218.8	YARD
		11.1	ⓀⓄⓂ		
7327	11.1	CUMMING		207.8	9600
		23.4			
7331	34.5	PERU		184.4	...
		11.3			
7332	45.8	LORIMOR	Ⓞ	173.1	9500
		7.7			
7333	53.5	TALMAGE		165.4	...
		8.3			
7334	61.8	ARISPE		157.1	2150
		12.3			
7336	74.1	DIAGONAL	Ⓞ	144.8	8500
		17.1			
7339	91.2	BLOCKTON		127.7	...
		10.3			
7341	101.5	SHERIDAN	Ⓞ	117.3	10850
		12.3			
7343	113.8	RAVENWOOD		105.1	...
		5.7			
7344	119.5	CONCEPTION		99.3	5000
		24.7			
7347	144.2	SAVANNAH		74.5	7750
		11.7			
7349	155.9	ST JOSEPH	ⓄⓄⓀⓄⓂ	62.9	YARD
		1.3			
	157.2	FRANCIS ST.	ⓂⓂ	61.7	...
		0.7			
	157.9	FOURTH ST.	ⓂⓂ	61.0	...
		0.1			
	158.0	FIFTH ST. ⊗ BN	ⓂⓂ	60.9	...
		0.3			
	158.3	MONTEREY ST.	Ⓞ	60.6	...
		0.1 ⊗ BN			
	158.4	TERMINAL YARD		72.8	...
		0.5			
	158.9	MK JCT. ⊗ BN	Ⓞ	72.3	...
		0.2			
	159.1	Ⓞ BN	Ⓞ	72.1	...
		6.9			
7350	165.9	BC JCT.		52.9	...
		2.1			
7351	168.0	WILLOW BROOK		50.8	4900
		7.9			
7352	175.9	DEARBORN		42.9	...
		3.9			
7353	179.8	HAYDITE		39.0	8700
		9.1			
7354	188.9	BEVERLY ⊗ BN	Ⓞ	29.9	1750
		3.6			
	192.5	BN JCT.	Ⓜ	26.3	...
		0.8			
7356	193.4	LEAVENWORTH ⊗ MP	Ⓜ	25.4	...
		0.4			
	193.8	MP JCT.	ⓂⓂ	25.0	...
		23.0			
	216.8	KC JCT.	ⓂⓂ	...	Note*
		0.9			
7365	217.7	KANSAS CITY	ⓄⓄⓀⓄⓂ	...	YARD

### SPEED RESTRICTIONS (In MPH)

Maximum	45
MP 218.8—217.0	10
MP 163.7 curve	35
MP 65.8—64.0	30
MP 64.0—ATSF MP 72.1	10
Fifth Street BN crossing	Stop
Monterey Street crossing	Stop
MK Jct. RR crossing	Stop
ATSF MP 72.1 BN crossing	Stop
ATSF MP 72.1—ATSF MP 70.8	20
MP 32.0—29.9 BN crossing	35
MP 28.6 curve	10
MP 28.6—26.3	35
MP 26.3—25.6	8
MP 25.6—25.0 around curve and over bridge and interlocking	5

### Rock and Roll Restrictions do not apply between:

MP 217.0 and MP 209.0
MP 182.0 and MP 172.0
MP 169.0 and MP 100.0
ATSF MP 71.0 and C&NW MP 30.0

### Yard Limits:

Des Moines—MP 214.7
C&NW MP 64.4—ATSF MP 70.8
MP 27.1—Leavenworth
KC Jct.—Kansas City

### ABS: Des Moines—Diagonal

**Rule 83(B)**  
All trains must obtain C&NW clearance at Kansas City.

**Rule 97** does not apply between:  
St. Joseph and BC Jct.  
BN Jct. and MP Jct.

**Rule 99**—Minimum flagging distance 6000 feet.

**Rule 513**—Before a train enters or fouls the main track at Marquette switch (MP 215.4), it must wait 10 minutes instead of 5 minutes, after operating switch.

**Dragging Equipment Detector** in service at MP 155.2 located between Arispe and Diagonal governing trains in both directions. A yellow strobe light is mounted on mast on east side of track, when this light is flashing yellow, the train must stop and crew make an inspection of their train for dragging equipment and train dispatcher notified promptly of findings. This detector does not relieve employes from complying with other existing rules and instructions governing inspection of trains.

**Spring Switches:**  
‡ Cumming, south end of siding.  
† Lorimor, south end of siding.  
† Lorimor, north end of siding.  
\*Diagonal, both ends of siding.  
\*Sheridan, both ends of siding.  
† Savannah, both ends of siding.  
\*Haydite, both ends.

† Spring switch equipped with facing point lock.

\*Spring switch indicators are in advance of and govern facing-point movements over spring switch. These are not to be considered as automatic block signals and they do not indicate whether or not the track is occupied between the indicator and the spring switch.

At Cumming and Lorimor trains on siding to be met or passed must stay clear of Signal Clearing Point sign until train to be met or passed has cleared, and may then move into clearing section.

### Intermediate stations and industry tracks between stations:

MP	Sta. No.
199.0 Martensdale	7328
Connected at South end	
197.4 Conger	7329
Connected at North end	
190.8 Hanley	7330
Connected at South end	
152.7 Shannon City	7335
Connected at North end	
112.0 Parnell	7342
Connected at North end	
91.6 Gullford	7345
Connected at North end	
84.0 Rea	7346
Connected at South end	
26.1 Kirmeyer	7355
Connected at Both ends	

**Between Leavenworth and Kansas City** C&NW trains and engines operate over MP. Northward trains will accept identification of southward trains on MP as evidence of their arrival at Leavenworth. MP rules and timetable govern.

Before BN trains and engines operate switch to enter C&NW track and when C&NW trains and engines are stopped by absolute signal at BN Jct. they must ascertain that there are no approaching movements on C&NW or BN. If signal does not immediately clear, the movement may proceed at Restricted Speed after waiting five minutes.

### Operation between Francis St. and BC Jct.

All movements must be authorized by the operator at Terminal Yard.

### BN Railroad

Between Francis Street and Fifth Street C&NW operates over BN.

Two-main track CTC between Francis Street and Fourth Street

Yard tracks between Fourth Street and Fifth Street

### SJT

Between Fifth Street and MK Jct., C&NW trains and engines operate over SJT at Reduced Speed not exceeding 5 MPH prepared to stop short of switch not properly lined. Normal position of junction switch at Fifth Street between BN and SJT is for movement to or from BN. After stopping for Stop signs at Monterey Street and MK Jct., if view in each direction is not clear for at least 800 feet, member of crew must precede movements and give proceed signal from crossing if safe to proceed.

### ATSF Railroad

CTC MP 70.8—BC Jct.

Between MK Jct. and BC Jct., C&NW trains and engines operate over AT&SF and are governed by C&NW rules. Proceed indication at BC Jct. authorizes C&NW train to proceed from BC Jct. to MK Jct. Operator at Terminal Yard controls CTC between BC Jct. and ATSF MP 70.8 and must be advised in advance of any known condition that will delay train. Between ATSF MP 70.8 and MK Jct. trains and engines must move at Restricted Speed. After stopping for Stop sign at BN crossing, and MK Jct., if view in either direction is not clear for at least 800 feet, member of crew must precede movement and give proceed signal from crossing if safe to proceed.

Maximum Wt: 263,000 lbs.

\*Note: There are no C&NW main tracks in the Kansas City area. The territory comprising the C&NW Yard is identified:  
On the north—by KC Jct.  
On the south—by the south wye switch on Santa Fe Street.  
On the east—by Madison Ave.

On the west—by absolute signal No. 2847R  
Trains and engines must not exceed 10 MPH on any track in the C&NW Kansas City yard, where a lower speed is prescribed it will govern.

### GREATER KANSAS CITY AREA OPERATING RULES are in effect in an area bounded as follows:

- On the west**  
—MP 6.41 on the Union Pacific  
MP 8.00 on the ATSF
- On the south**  
—Leeds (39th Street)  
Rosedale (Southwest Blvd.) on the BN and MKT
- On the east**  
—Congo Missouri Pacific MP 283.6

**On the north**  
—North Kansas City Yards of BN Inc. and N&W to and including block 222  
—Fairfax

These rules govern employes while operating on tracks of railroads other than that by which they are employed. Except for these rules, employes will be governed by the operating rules, air brake rules and safety rules of the railroad by which they are employed.



# DES MOINES SUBDIVN—CENTRAL DIVISION

Station Numbers	Miles	↓ SOUTH STATIONS NORTH ↑		Mile Posts	Length of Sidings
0136	0.0	MARSHALLTOWN Y		277.3	YARD
		13.4	ⓑⓐⓐⓐⓐⓐ		
7317	13.4	MELBOURNE		263.9	3200
		18.3			
7319	31.7	MINGO		245.6	2000
		12.7			
7321	44.4	BONDURANT		232.9	5000
		8.3			
7323	52.7	HIGHLAND PARK		224.6	...
		2.9			
...	55.6	SHORTLINE TOWER	ⓐⓐⓐ	221.7	...
		0.8	ⓧ C&NW		
...	56.4	ⓧ C&NW—DMU	ⓐ	220.9	...
		0.4			
...	56.8	ⓧ BN	ⓐ	220.5	...
		1.7			
7325	58.5	DES MOINES	ⓑⓐⓐⓐⓐ	218.8	YARD

### SPEED RESTRICTIONS (in MPH)

Maximum ..... 30  
 MP 277.3—276.5 ..... 10  
 MP 221.6—218.8 ..... 10

except:  
 MP 220.8 C&NW—DMU crossing... Stop  
 MP 220.5 BN crossing ..... Stop

### Yard Limits:

Marshalltown—MP 273.3  
 MP 227.0—Des Moines

**ABS:** Marshalltown—Des Moines—MP 222.6

**Rule 83(A)**—Register ticket authorized at Marshalltown.

**Rule 97** does not apply between Des Moines and Highland Park. Trains and engines must obtain permission from operator or yardmaster at Des Moines before entering this territory.

**Rule 99**—Minimum flagging distance 3000 feet.

**Rule 513**—Before a train enters or fouls the main track at MP 222.9 or at MP 223.3 they must wait 10 minutes instead of 5 minutes after operating switch.

Train and engine movements between Highland Park and Des Moines (Bell Ave. Yard) will operate via the Easton Blvd. crossovers (MP 222.4), Iowa Falls Subdivision to Shortline Tower, and the 18th Street crossovers.

Connecting track between Iowa Falls Subdivn. and Des Moines Subdivn. located at MP 222.4 will be used on authority of Shortline Tower Operator.

### ATC Test Loop:

Marshalltown, MP 276.5—extends 310 feet north of 12th Street crossing to 6th Street crossing.

**Marshalltown:** Crossover switches between East Iowa Subdivn. westward track and Des Moines Subdivn. main track must not be used without permission from train dispatcher through the operator.

Movements against the current of traffic on westward track must be authorized by the operator. When arm of block indicator at south switch of crossover is horizontal, switch must not be opened without permission of the operator.

Trains meeting at Marshalltown will be governed by instructions from the operator.

**Dragging Equipment Detector** In service at MP 240.3 located between Bondurant and Mingo governing trains in both directions. A yellow strobe light is mounted on mast on east side of track, when this light is flashing yellow, the train must stop and crew make an inspection of their train for dragging equipment and train dispatcher notified promptly of findings. This detector does not relieve employes from complying with other existing rules and instructions governing inspection of trains.

### Intermediate Station:

	Sta.
MP	No.
255.1 Baxter	7318

Connected at both ends.  
 Maximum Wt: 263,000 lbs.

# TRENTON SUBDIVN—CENTRAL DIVISION

Station Numbers	Miles	↓ SOUTH STATIONS NORTH ↑		CANW Mile Post	MILW Mile Post	Length of Sidings
8500	0.0	DES MOINES	ⓧ C&NW ⓐⓐ	73.8	...	YARD
		0.2	ⓐⓐⓐⓐⓐⓐ			
...		0.5	ⓧ DMU			
...		6.1	ⓧ BN			
8342	6.8	AVON		66.8	...	5200
		2.1				
8343	8.9	CARLISLE		64.7	...	5700
		5.1				
8344	14.0	HARTFORD		59.6	...	...
		6.8				
8345	20.8	BEECH		52.8	...	7138
		13.3				
8347	34.1	MELCHER		39.5	...	4083
		9.6				
8348	43.7	WILLIAMSON		29.9	...	6339
		6.5				
8349	50.2	CHARITON		23.4	...	...
		12.2				
8350	62.4	MILLERTON		11.2	...	6160
		6.7				
8351	69.1	CORYDON		4.5	...	...
		4.7				
8352	73.8	ALLERTON	ⓐⓐⓐ	365.0	...	15600
		7.2				
...	81.0	CLIO		372.2	...	...
		5.8				
8354	87.6	LINEVILLE		378.0	...	...
		5.1				
8355	91.9	MERCER		383.1	...	6069
		9.3				
8356	101.2	PRINCETON		392.4	...	5069
		5.9				
8357	107.1	MILL GROVE		399.8	...	7031
		4.5				
8358	111.6	SPICKARDS		404.3	...	...
		6.0				
8359	117.6	TINDALL		410.3	...	...
		3.4				
8360	121.0	COBB		413.7	...	...
		2.2				
8361	123.2	TRENTON	ⓑⓐⓐⓐ	414.0	...	YARD
		3.4				
...	126.6	LAKE		417.4	...	...
		4.2				
...	130.8	HICKORY CREEK		421.6	...	...
		3.4				
8365	134.2	COBURN		425.0	...	14617
		8.8				
8367	144.0	LOCK SPRINGS	ⓧ N&W	434.8	...	6058
		8.7				
8368	152.7	NETTLETON		433.5	...	6207
		16.9				
8369	169.6	POLO		460.4	262.5	6051
		11.3				
8371	180.9	LAWSON JCT.		471.7	274.0	...
		1.2				
8372	182.1	LAWSON		472.9	275.4	4966
		6.6				
8373	188.7	EXCELSIOR SPRINGS		479.5	282.1	3969
		5.3				
8374	194.0	MOSEBY JCT.		484.8	287.5	...
		7.8				
8376	201.6	LIBERTY		492.4	295.0	4985
		5.4				
8377	207.0	BIRMINGHAM	ⓧ NW	497.8	300.5	...
		2.7				
...	209.7	DRAWBRIDGE		500.6	302.9	...
		1.3				
8378	211.0	FREIGHT LINE JCT.		501.8	304.4	...
		0.2				
8379	211.2	WEST WYE TOWER		...	...	...
		0.3				
8380	211.5	AIRLINE JCT.		502.3	304.9	...
		0.6				
...		SHEFFIELD		502.9	...	...
		8.3				
7365	...	KANSAS CITY	ⓑⓐⓐ	...	...	...

Special Instructions on next page

# TRENTON SUBDIV—CENTRAL DIVISION

**SPEED RESTRICTIONS (In MPH)**  
 Between Des Moines and Allerton  
 Maximum ..... 50  
 Between Allerton and Drawbridge  
 Maximum ..... 60  
 Trenton: All Yard Tracks ..... 5

**Two Main Tracks:**

Lake to Cobb  
 Polo to Drawbridge  
 East Track—Track 1  
 West Track—Track 2

**Rock and Roll Restrictions** do not apply between:

MP 382.0 and MP 399.0  
 MP 461.0 and MP 483.0 Track No. 1

**CTC:** Airline Jct.—Allerton  
**ABS:** Allerton—Carlisle  
**CTC:** Carlisle—BN Crossing

**Rule 83(B)**—Northward trains must obtain C&NW and MILW clearance at Drawbridge. All southward trains destined Polo or beyond must obtain MILW clearance at Des Moines or Allerton.

**Rule 97**—Does not apply between Airline Jct. and Drawbridge.

**Rule 99**—Minimum flagging distance 6000 feet.

**Rule 222**—At Allerton train order signal displays flashing red "Stop" or flashing green "Clear" aspect. No change in indication of Rules 222(D) or 222(E) governing.

**Train or engine movement** cannot clear the main track at the following switch locations except as provided by Rule 268(A) of the Consolidated Code of Operating Rules.

Clio, Iowa — MP 372.42  
 Lineville, Iowa — MP 377.42  
 Princeton, Missouri — MP 392.30  
 Princeton, Missouri — MP 392.63  
 Spickards, Missouri — MP 404.42  
 Tindall, Missouri — MP 410.28

**Spur Track**—Extends 11.3 miles from Carlisle to Indianola (Sta. No. 8387) maximum speed 10 MPH. Maximum weight 263,000 lbs.

**Hot Box Detectors** located at:

MP 39.4 Melcher  
 MP 378.6 Lineville  
 MP 448.4 Nettleton

**Drugging Equipment Indicator**—MP 300.6 both main tracks.

**Trains between Kansas City and Airline Jct.** will be governed by Greater Kansas City Area Operating Rules.

**Southward Indicator Located on Siding at Coburn** at MP 425.1 when displaying lunar light indicates that switch and signal at south end of siding Coburn are lined for movement to the main track AT THAT TIME. If indicator displays a red light, switch and signal at south end of siding Coburn are not lined for movement to the main track. Trains and engines may pass this indicator without stopping if displaying red light to continue to signal at south end of siding. This indicator IS NOT AN AUTOMATIC BLOCK SIGNAL.

**Between Airline Jct. and Polo,** C&NW trains and engines operate on joint C&NW-MILW track and are governed by MILW Timetable and Special Instructions.

**Industrial Tracks** located at MP 473.0 Mud Spur 11 car capacity.

**Maximum Wt:** 263,000 lbs.

# IOWA FALLS SUBDIV—CENTRAL DIVISION

Station Numbers	Miles	SOUTH STATIONS NORTH		Mile Posts	Length of Sidings
		↓	↑		
8319	0.0	MASON CITY ⊗ MILW 1.3	⊗ ⊗ ⊗ ⊗ ⊗ ⊗ ⊗ ⊗	192.6	YARD
7461	1.3	CLEAR LAKE JCT. ⊗ IAT ... ①	0.8	191.3	...
8583	2.1	FLINT	16.0	190.5	4780
8322	18.1	SHEFFIELD	10.8	174.5	6111
8324	28.9	HAMPTON ⊗ C&NW	8.3	163.7	2660
8326	37.2	BRADFORD	7.2	155.4	4007
8327	44.4	ARGON	0.5	148.2	4191
...	44.9	MILLS ⊗ ICG	0.3	147.7	...
8328	45.2	IOWA FALLS	1.1	147.4	...
8329	46.3	PURINA	8.8	146.3	4103
8330	55.1	BUCKEYE	4.5	137.5	6171
8331	59.6	SHERMAN	7.6	133.0	...
8332	67.2	GARDEN CITY	5.6	125.4	3012
8333	72.8	MCCALLSBURG	6.4	119.8	4438
8334	79.2	FERNALD	6.4	113.4	...
8335	85.6	SOUTH NEVADA	1.0	107.0	2826
...	86.6	CHICAGO JCT.	2.9	106.0	...
8336	89.5	SHIPLEY	6.5	103.1	...
8337	96.0	CAMBRIDGE	7.1	96.6	7010
8338	103.1	ELKHART	4.2	89.5	...
8339	107.3	ENTERPRISE	6.7	85.3	5987
8340	114.0	SWANWOOD	5.0	78.6	2250
8500	119.0	DES MOINES ⊗ C&NW	⊗ ⊗ ⊗ ⊗ ⊗ ⊗ ⊗ ⊗	73.6	...

**GREATER KANSAS CITY AREA OPERATING RULES** are in effect in an area bounded as follows:

**On the west**

—MP 6.41 on the Union Pacific  
 MP 8.00 on the ATSF

**On the south**

—Leeds (39th Street)  
 Rosedale (Southwest Blvd.) on the BN and MKT

**On the east**

—Congo Missouri Pacific MP 283.8

**On the north**

—North Kansas City Yards of BN Inc. and N&W to and including block 222  
 —Fairfax

These rules govern employees while operating on tracks of railroads other than that by which they are employed. Except for these rules, employees will be governed by the operating rules, air brake rules and safety rules of the railroad by which they are employed.

**SPEED RESTRICTIONS (In MPH)**

Maximum ..... 50  
 Any Track Except M.T. .... 5

**Yard Limits:**

MP 189.1—Mason City  
 MP 145.0—150.1  
 MP 73.8—79.1

**ABS:** MP 77.5—Flint

**Rule 83(A)**—Only trains originating or terminating at Iowa Falls will register at Mills. Register ticket authorized.

**Rule 83(B)**—All trains obtain clearance at Mason City.

**Rule 97** does not apply between Des Moines—Swanwood and between Flint—Mason City. Trains and engines must obtain permission from the Short Line yardmaster or operator at Des Moines before entering the territory between Des Moines and Swanwood.

**Trains, engines and yard engine movements** between Flint and Mason City will be made on verbal permission from the train dispatcher or operator.

**Rule 99**—Minimum flagging distance 6000 feet.

**Rule 222**—At Mills train order signal displays flashing red "Stop" or flashing

green "Clear" aspect. No change in indication of Rules 222(D) or 222(E) governing.

**Overhead or Side Restricted**

**Clearances as Follows:**

Cambridge, Iowa—Overhead bridge 966 MP 96.5 vertical clearance 20 feet 3 inches and horizontal clearance 8 feet 6 inches.

**Des Moines, Iowa**—Maximum vertical clearance overhead spout east spur track serving Bulk Service, north of Broadway Avenue, is 15 feet ATR.

**Swanwood**—Derails installed both ends of siding.

**Connecting Track Between Iowa Falls Subdiv. and Des Moines Subdiv.** located at MP 74.9 will be used on authority of Short Line Tower Operator.

**Connecting Track Between Iowa Falls Subdiv. and Ankeny Subdiv.** located at MP 74.5 will be used on authority of Short Line Tower Operator.

**Normal Position of Junction Switch** at Mason City is for Marshalltown Subdiv.

**Intermediate Tracks Between Stations:**

MP 86.8 Capacity 3 cars  
 MP 159.8 Capacity 20 cars

**Maximum Wt:** 263,000 lbs.

# CANNON FALLS SUBDIV—CENTRAL DIVISION

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts
		↓	↑	
7600	0.0	CANNON FALLS ⊗ C&NW	⊗	73.8
7429	6.4	RANDOLPH	⊗ ⊗ ⊗ ⊗ ⊗ ⊗ ⊗ ⊗	67.4
7500	15.1	NORTHFIELD ⊗ SOO-MILW	⊗ ⊗	58.7
		C&NW operates over MILW between Northfield and Faribault. MILW Timetable and Rule govern.		
7503	29.3	FARIBAULT Y ⊗ MILW	⊗ ⊗	44.5

**SPEED RESTRICTIONS (In MPH)**

Maximum ..... 10  
 MP 44.6—highway (flag) ..... Stop  
 MP 58.5—MILW ..... Stop  
 MP 58.9—SOO ..... Stop  
 MP 73.3—C&NW ..... Stop

**Yard Limits:**

MP 45.7—Fairbault  
 MP 58.7—Cannon Falls

**Rule 97** does not apply.

**Train Location Reports** (line-ups) not issued.

**Normal Position of Junction Switch:**

Randolph—for Roseport Subdivision.  
 Northfield—for SOO Connection.

# OWATONNA SUBDIVN—CENTRAL DIVISION

Station Numbers	Miles	STATIONS		C&NW Mile Post	MILW Mile Post	Length of Sidings
		↓ SOUTH	↑ NORTH			
...	0.0	SOUTH ST. PAUL	0.5	522.0	...	...
...	10.5	JUNCTION SWITCH	10.4	343.9	...	...
8301	10.9	ROSEMONT	7.0	333.5	150.7	3263
8302	17.9	FARMINGTON	6.8	326.3	143.6	4282
8303	24.7	CASTLE ROCK	6.1	319.5	136.8	2618
8304	30.8	NORTHFIELD	3.1	313.4	130.7	4701
8305	33.9	DUNDAS	3.8	310.3	127.6	2974
8306	37.7	COMUS	6.8	306.5	123.8	4363
8307	44.5	FARIBAULT	4.2	299.7	...	2260
8308	48.7	KASPER	5.2	295.5	...	5888
8309	53.9	MEDFORD	6.0	290.3	...	...
8310	59.9	OWATONNA	9.3	284.3	...	6210
8311	69.2	HOPE	6.3	275.0	...	...
8312	75.5	ELLENDALE	7.8	268.7	...	6155
8313	83.3	CLARKS GROVE	8.2	260.9	...	7109
8314	91.5	ALBERT LEA	0.3	252.7	...	4888
...	91.8	MILW CROSSING	0.7	252.4	...	...
8315	92.5	CURTIS	5.8	251.7	...	...
7919	98.3	GLENVILLE	5.0	245.9	...	...
7920	103.3	GORDON, MINN.	5.0	240.9	...	6076
2610	108.3	NORTHWOOD, IOWA	6.4	235.9	...	...
4536	114.7	KENSETT	3.0	229.5	...	4084
8317	117.7	MANLY YARD	1.1	226.5	...	10,000
8318	118.8	MANLY JCT.	1.3	225.4	...	...
...	120.1	MANLY SIDING	7.9	48.4	...	...
8319	128.0	MASON CITY	57.6	57.6	...	YARD

### SPEED RESTRICTIONS (in MPH)

Maximum	50
MP 344.0	10
MP 251.7—253.8	10
Curtis—MP 252.3 (Front St.)	10
MP 48.4 NW	20*
SW	30

\*Indicates that restriction applies only until engine of train has passed limits of restriction.

**Yard Limits:**  
MP 54.7—Mason City

**Rock and Roll Restrictions** do not apply between MP 294.0 and MP 306.0.

**CTC:**  
South St. Paul—Rosemont  
Comus—Manly Yard

**ABS:**  
Mason City  
MP 56.0—56.9  
MP 57.7—59.0

**Trains between Rosemont and Comus** operate over MILW and will be governed by MILW timetable and operating rules.

Twin Cities Division supervises territory between South St. Paul and Rosemont.

**Rule 83(B)**—Northward ICG trains may leave Glenville without clearance.

**Rule 97** does not apply between Mason City and Flint.

**Rule 99**—Minimum flagging distance 6000 feet.

**Normal Position of Junction Switch** at MP 343.9 is for Roseport Subdivision.

**Northward trains** from the Owatonna Subdivision must not pass the Jct. Switch at MP 343.9 without permission from the train dispatcher at St. Paul.

The signal indication displayed for northward trains on the Owatonna Subdivision at MP 343.9 does not convey the condition of the track ahead nor does it convey permission to enter the Roseport Subdivision.

In addition to obtaining permission from the train dispatcher, northward trains from the Owatonna Subdivision must comply with the provisions of Rule 513 of the Consolidated Code of Operating Rules before entering the Roseport Subdivision.

**Southward trains** to the Owatonna Subdivision must notify the train dispatcher at St. Paul when their train has cleared Jct. Switch at MP 343.9. This information may be relayed through the operator at South St. Paul.

The train dispatcher will issue verbal instructions when necessary for trains and/or engines to meet at South St. Paul siding. These instructions must be repeated by a member of the crew.

If an ICG train is delayed at Glenville doing station work, crew member will push

# OWATONNA SUBDIVN—CENTRAL DIVISION

button located in iron box east of highway crossing near absolute signal to indicate train is ready to enter the control section.

**Train or engine movement** cannot clear the main track at these switch locations except as provided by Rule 268(A) of the Consolidated Code of Operating Rules.

Hope, Minnesota	— MP 274.8
Hope, Minnesota	— MP 275.1
Owatonna, Minnesota	— MP 283.9
Owatonna, Minnesota	— MP 285.2
Owatonna, Minnesota	— MP 286.7
Medford, Minnesota	— MP 290.4
Kensett, Iowa	— MP 228.7

Six (6) axle locomotives are prohibited from operating over the Industrial trackage at Jobs Inc., Albert Lea, Mn.

**Owatonna—C&NW overhead bridge** MP 284.6 vertical clearance 20 feet 4 1/2 inches and horizontal clearance 8 feet 3 1/2 inches on main track; 19 feet vertical clearance on siding.

**Manly Jct.**—Signal 2250 should be considered a one unit signal. Lower aspect has been removed from service.

**Faribault**—North siding switch and No. 3 track switch out of service.

**Manly Jct.**—North 200 feet of track No. 8 out of service.

**Trains, engines and yard engine movements** with yard limits at Mason City will be made on verbal permission from the train dispatcher or operator.

### Normal Position of Junction Switches:

Curtis—for Owatonna Subdivn.  
Glenville—for Owatonna Subdivn.  
Manly Jct.—for Owatonna Subdivn.

### Intermediate Tracks Between Stations:

MP 285.5 Capacity—27 cars (Wickes Lumber Co.)  
MP 261.0 Capacity—19 cars (team spur track)

### Maximum Wt:

South St. Paul—Albert Lea... 263,000 lbs.  
Albert Lea—Manly Jct. .... 315,000 lbs.

# ANKENY SUBDIVN—CENTRAL DIVISION

Station Numbers	Miles	STATIONS		Mile Posts	Length of Sidings
		↓ SOUTH	↑ NORTH		
0145	0.0	AMES JCT.	5.7	33.9	...
0359	5.7	KELLEY	4.8	28.2	...
0360	10.5	SLATER	1.4	23.4	...
0358	11.9	SHELDHAHL	11.4	22.0	...
0354	23.3	ANKENY	1.6	10.6	YARD
0355	24.9	BRADY	11.4	9.0	4250
7325	36.3	DES MOINES	...	218.8	YARD

### SPEED RESTRICTIONS (in MPH)

Maximum	35
MP 33.7—33.8	10

**Rock and Roll Restrictions** do not apply between MP 33.9 and MP 18.2.

**Yard Limits:**  
Ames Jct.—MP 32.5  
MP 12.2—Des Moines

**Rule 97** does not apply between Ankeny and Des Moines.

**Rule 99**—Minimum flagging distance 5000 feet.

**Southward Trains and Engines at Ankeny and Northward trains at Des Moines** enroute Ankeny Subdivn. must obtain verbal permission from yardmaster or operator at Shortline Tower at Des Moines before leaving.

**Trains Taking Siding at Slater** may use Woodward Spur. Trains backing out of Woodward spur track must provide flag protection for following trains. Provisions of Rule 89(A)(4) do not relieve trains from providing flag protection.

**Automatic Train Control (ATC) test loops** are located on this Subdivision as follows:

**Ames Junction (MP 33.9)**—Extends from Lincoln Way (Old highway 30) to the absolute signal on the west leg of the wye.

**Ames**—Do not pass MP 29.6, Ankeny Subdivision without first securing permission from the Boone East Dispatcher. If held by Iowa Division East Dispatcher, crews must arrange to stop clear of diago-

nal County Road Crossing at Mile Post 29.6 and must take immediate action to cut any crossings that their train may be blocking. Crews must also arrange to report to the Mason City Central Dispatcher that their train is being held at Kelley.

**Ames Jct.**—crossing protection at Kellogg Ave. must be started manually when trains are operating on lead track to or from East Iowa Subdivn. westward track or Ankeny Subdivn.

**Ames Jct.**—there is no normal position for the junction switch located at south end of the wye track.

**Connecting Track** between Ankeny Subdivn. and Iowa Falls Subdivn. located at MP 2.3 will be used on authority of Shortline Tower Operator for Southward movements and Hull Avenue Yardmaster for Northward movements. Maximum Speed—5 MPH.

**Rule 83(B)** does not apply at Ames Jct. for Eastward through trains enroute Ames from Ankeny Subdivn. Permission must be obtained from Boone Dispatcher before entering East Iowa Subdivn.

**Spur track** extends 13.9 miles westward from Slater to Woodward (Stn. No. 2803) MP 351.9. Intermediate Stn. Madrid (Stn. No. 2802) located at MP 346.0.

### Intermediate Stations:

MP	Sta.
2.4 Hull Ave.	0350

**Maximum Wt:** 263,000 lbs.

# PERRY SUBDIVN—CENTRAL DIVISION

Station Numbers	Miles	SOUTH STATIONS NORTH		Mile Posts	Length of Sidings
		↓	↑		
0154	0.0	GRAND JUNCTION	.....	260.5	...
		7.3			
2695	7.3	RIPPEY	.....	267.8	...
		4.2			
2696	11.5	ANGUS	.....	272.0	...
		3.9			
2697	15.4	PERRY	.....	275.9	...
		7.0			
2698	22.4	MINBURN	.....	282.9	...
		6.1			
2699	28.5	DALLAS CENTER	.....	289.0	...
		6.4			
2700	34.9	WAUKEE X MILW	.....	295.4	...
		9.7			
0351	44.6	WEST DES MOINES	.....	305.1	1550
		7.1			
8500	51.7	SHORT LINE TOWER	.....	355.7	YARD

### SPEED RESTRICTIONS (In MPH)

Maximum ..... 30  
 MP 260.5—282.9 ..... 10  
 MP 295.2 MILW crossing ..... Stop

### Yard Limits:

Grand Junction—MP 282.9  
 MP 303.5—West Des Moines

**Two Main Tracks**—Short Line Tower to West Des Moines. South Track No. 1, North Track No. 2.

**Operation between Short Line Tower and West Des Moines**—Trains and engines must obtain permission from the Short Line Yardmaster at Des Moines before entering this territory. All trains and engines must operate on Track No. 1 unless otherwise directed by Short Line Yardmaster.

**Des Moines West 11th Street**, (MP 358.3) dwarf signals located 200 feet from DMU Crossing indicates position of gate at crossing and have no automatic block signal function. When signals indicate stop,

trains and engines must be preceded by a crew member to crossing.

**West Des Moines**—No normal position for Junction Switch located at MP 305.3.

### Overhead or side restricted clearances as follows:

Des Moines—North industry track just west of Fifth Street.

West Des Moines—Between 11th Street and 150 feet east between track 1-2-3-4.

### Normal Position of Junction Switch:

Perry for Perry Subdivn.  
 Waukee for Perry Subdivn.

**Rule 97** does not apply between Minburn and Grand Jct. and between West Des Moines and Des Moines.

**Rule 99**—Minimum flagging distance 3000 feet.

### Maximum Wt:

Grand Junction—Rippey ..... 232,000 lbs.  
 Rippey—Minburn ..... 251,000 lbs.  
 Minburn—Des Moines ..... 263,000 lbs.

# MARSHALLTOWN SUBDIVN—CENTRAL DIVISION

Station Numbers	Miles	NORTH STATIONS SOUTH		Mile Posts	Length of Sidings
		↓	↑		
0136	0.0	MARSHALLTOWN Y	.....	243.7	YARD
		4.1 X C&NW	.....		
2626	4.1	MINERVA JCT.	.....	239.6	2650
		3.1			
2625	7.2	ALBION	.....	236.5	...
		3.9			
0213	11.1	BETHEL	.....	232.6	4800
		1.8			
2624	12.7	LISCOMB	.....	231.0	...
		5.0			
2623	17.7	UNION	.....	226.0	7400
		9.2			
0197	26.9	ELDORA TY	.....	216.8	...
		4.3			
2622	31.2	STEAMBOAT ROCK	.....	212.5	...
		6.8			
2621	38.0	ABBOTT	.....	205.7	4700
		5.1			
2620	43.1	ACKLEY X ICG	.....	200.6	...
		4.4			
2619	47.5	FAULKNER	.....	196.2	...
		4.8			
2618	52.3	GENEVA	.....	191.4	...
		6.7			
2617	59.0	HAMPTON X C&NW Y	.....	184.7	4700
		6.4			
2616	65.4	CHAPIN	.....	178.3	2650
		4.1			
4534	69.5	SHEFFIELD	.....	174.2	2650
		6.5			
2614	76.0	ROCKWELL	.....	167.7	2650
		6.7			
2613	82.7	CAMERON	.....	161.0	...
		2.5			
...	85.2	SWIFTS	.....	158.5	...
		1.3			
...	86.5	X IAT	.....	105.7	...
		1.5			
4535	86.0	MASON CITY X MILW	.....	57.6	YARD

### SPEED RESTRICTIONS (In MPH)

Between Marshalltown and Swifts:  
 Maximum ..... 40  
 Between Mason City and Manly Jct.:  
 Maximum ..... 49  
 MP 243.3 C&NW crossing ..... 10  
 MP 218.3—216.5 ..... 30  
 MP 216.5—212.3 ..... 35  
 MP 212.3 River bridge ..... 30  
 MP 200.7 ICG crossing ..... 20\*  
 MP 185.7—183.8 ..... 30  
 MP 184.3 C&NW crossing (NW) ..... 20\*  
 MP 105.7 IAT crossing ..... 20

### Sidings:

Bethel ..... 5  
 Abbott ..... 5  
 Hampton ..... 5  
 ICG Interchange track ..... 5

\*Indicates that restriction applies only until engine of train has passed limits of restriction.

### ABS:

Mason City  
 MP 56.0—56.9  
 MP 57.7—59.0

### Yard Limits:

Marshalltown—MP 241.1  
 MP 183.8—185.7  
 MP 159.0—Mason City

### Temporary Yard Limits:

Eldora

Effective as authorized by form "TY" train order.

**Rule 83(A)**—Register ticket authorized at Mason City.

**Rule 83(B)**—All trains obtain clearance at Mason City.

**Rule 97** does not apply between Swifts and Mason City.

**Rules 98 & 98(A)**—At Mason City South of middle yard, stop signs govern crossing of C&NW Industry track and two main tracks of MILW.

**Rule 99**—Minimum flagging distance 6000 feet.

**Mason City:** Northward absolute signal located south of dual control switch at MP 106.5 and to right of track governs movements from Marshalltown Subdivn. over dual control switch and CMSTP&P crossing.

**Normal Position of Junction Switch:** Eldora—for Marshalltown Subdivn.

**Trains, engines and yard engine movements** between Swifts and West Mason City will be made on verbal permission from the train dispatcher or operator.

**Maximum Wt:** 315,000 lbs.

## ALDEN SUBDIVN—CENTRAL DIVISION

Station Numbers	Miles	NORTH STATIONS SOUTH		Mile Posts
		↓	↑	
0197	0.0	ELDORA Y	ⓐⓑ	5.1
	7.9			
0195	7.9	OWASA		13.0
	7.8			
0192	15.7	IOWA FALLS Y	ⓐ	20.8
	5.3			
0190	21.0	ALDEN Y		26.1

**SPEED RESTRICTIONS (In MPH)**  
 Maximum ..... 30  
 MP 5.1—6.0  
 Street crossings ..... 10  
 MP 20.2 Transfer track ..... 5

\* Indicates that restriction applies only until engine & train has passed limits of restriction.

**Normal Position of Junction Switch at Eldora** for the Marshalltown Subdivn.

**Yard Limits:**  
 Eldora—MP 7.2  
 MP 19.0—22.0  
 MP 25.5—Alden

**Rule 99**—Minimum flagging distance 3000 feet.

**Maximum Wt:** 251,000 lbs.

## JEWELL SUBDIVN—CENTRAL DIVISION

Station Numbers	Miles	NORTH STATIONS SOUTH		Mile Posts	Length of Sidings
		↓	↑		
0145	0.0	AMES JCT.	ⓐⓑⓓⓔⓕⓖⓗ	33.9	...
	6.1				
0363	6.1	GILBERT		40.0	...
	6.2				
0365	12.3	STORY CITY		46.2	...
	3.4				
0366	15.7	RANDALL		49.6	...
	5.7				
0211	21.4	JEWELL	ⓐⓑⓓⓔⓕⓖⓗ	68.8	2500
	7.2				
0212	28.6	KAMRAR		76.0	...
	7.5				
0214	36.1	WEBSTER CITY	ⓐⓑⓓⓔⓕⓖⓗ	83.5	...
	7.1				
0216	43.2	WOOLSTOCK		90.6	...
	7.5				
0218	50.7	EAGLE GROVE	ⓐⓑⓓⓔⓕⓖⓗⓓⓔⓕⓖⓗ	98.1	...

**SPEED RESTRICTIONS (In MPH)**  
 Maximum ..... 49  
 MP 33.9—34.1 ..... 20  
 MP 34.1—35.7 ..... 40  
 MP 50.0—54.8 ..... 40  
 MP 54.8—68.9 curve & highway crossing ..... 20  
 MP 81.5—83.0 ..... 30  
 MP 83.0—83.9 street & ICG crossing ..... 10  
 MP 83.9—97.7 ..... 30  
 MP 97.7—98.1 C&NW crossing ..... 10  
 Eagle Grove—North leg Wye track ..... 5

**Rock and Roll Restrictions** do not apply between MP 34.0 and MP 84.0.

**Yard Limits:**  
 MP 94.9—Eagle Grove

**Rule 83(B)**—All trains obtain clearance at Eagle Grove.

**Rule 99**—Minimum flagging distance 6000 feet.

**Spur Track** extends 3.2 miles from Jewell to Ellsworth (Sta. No. 0210).  
 Maximum speed 10 MPH.  
 Maximum Wt: 263,000 lbs.  
 Maximum Wt: 263,000 lbs.

Ames Jct.—Do not pass MP 36.2 without first securing permission from the Boone East Dispatcher.

## FAIRMONT SUBDIVN—CENTRAL DIVISION

Station Numbers	Miles	NORTH STATIONS SOUTH		Mile Posts	Length of Sidings
		↓	↑		
4535	0.0	WEST MASON CITY Y	ⓐⓑⓓⓔⓕⓖⓗ	108.3	...
	11.5				
4539	11.5	HANLONTOWN		119.8	...
	7.0				
4541	18.5	JOICE		126.8	2500
	6.0				
4543	24.5	LAKE MILLS		132.8	...
	5.7				
4545	30.2	SCARVILLE		136.5	...
	6.9				
4549	37.1	KIESTER		145.4	...
	5.4				
4551	42.5	BRICELYN Y	ⓐ	150.8	2250
	5.8				
4553	48.3	FROST		156.6	2150
	4.4				
4555	52.7	MARNA		161.0	3600
	5.3				
4557	58.0	BLUE EARTH Y	ⓐⓑⓓⓔⓕⓖⓗ	166.3	...
	6.8				
4559	64.8	GUCKEEN		173.1	...
	6.1				
4561	70.9	IMOGENE		179.2	...
	6.0				
4563	78.9	FAIRMONT Y	ⓐⓑⓓⓔⓕⓖⓗ	185.2	...
	7.8				
		ⓐ MILW-C&NW			
4565	84.7	WELCOME Y	ⓐ	193.0	...
	2.3				
4014	87.0	FOX LAKE		186.3	...
	6.3				
4016	93.3	TRIMONT		201.6	...
	7.5				
4018	100.8	ODIN		209.1	...
	6.8				
4020	107.6	BUTTERFIELD Y	ⓐⓑⓓⓔⓕⓖⓗ	215.9	...
	7.1				
		ⓐ C&NW			
4022	114.7	DARFUR		223.0	...
	5.0				
4024	119.7	COMFREY		228.0	...
	12.5				
1056	132.2	SANBORN JCT. Y	ⓐⓑ	240.5	...

**SPEED RESTRICTIONS (In MPH)**  
 Maximum ..... 35  
 MP 107.6 Jct. ..... Stop  
 MP 108.3—108.9 ..... 10  
 MP 132.1—133.3 ..... 10  
 MP 150.5—150.6 ..... 30  
 MP 165.7—167.0 ..... 10  
 MP 184.4—185.5 ..... 5\*  
 MP 215.9—216.1 C&NW crossing ..... 20\*  
 MP 216.1—240.5 ..... 30  
 MP 228.3 Hwy crossing ..... 10  
 MP 240.5 Jct. ..... Stop\*

\* Indicates that restriction applies only until engine of train has passed limits of restriction.

**Yard Limits:**  
 West Mason City—MP 111.2  
 MP 149.3—151.5

MP 165.5—168.5  
 MP 184.0—185.6  
 MP 191.5—193.6  
 MP 215.0—216.1  
 MP 238.8—Sanborn Jct.

**Rule 83(B)**—Trains originating at West Mason City must obtain clearance at Mason City.

**Normal Position of Junction Switches:**  
 Bricelyn—For Fairmont Subdivn.  
 Sanborn Jct.—For Weasaca Subdivn.

**Between Fairmont and Welcome MILW** operates over C&NW. C&NW rules and special instructions govern.

**Rule 99**—Minimum flagging distance 450 feet.

**Maximum Wt:** 263,000 lbs.

## BURT SUBDIVN—CENTRAL DIVISION

Station Numbers	Miles	NORTH STATIONS SOUTH		Mile Posts
		↓	↑	
0218	0.0	EAGLE GROVE	ⓐⓑⓓⓔⓕⓖⓗⓓⓔⓕⓖⓗ	98.1
	4.9			
0263	4.9	GOLDFIELD	ⓐⓑⓓⓔⓕⓖⓗ	103.0
	7.5			
0267	12.4	RENWICK		110.5
	7.9			
0270	20.3	LUVERNE TY	ⓐⓑ	118.4
	5.9			
0272	26.2	GALBRAITH		124.3
	2.7			
0274	28.9	IRVINGTON		127.0
	4.9			
0278	33.8	ALGONA Y		131.9
	9.7			
0278	43.5	BURT	ⓐⓑⓓⓔⓕⓖⓗ	141.6
	6.6			
0281	50.1	BANCROFT Y		148.2

**SPEED RESTRICTIONS (In MPH)**  
 Maximum ..... 35  
 MP 103.4 C&NW crossing ..... 10  
 MP 145.0—148.2 ..... 10

**Eagle Grove:**  
 North Leg Wye Track ... 5  
 Burt—Wye Track ..... 5

**Rock and Roll Restrictions** do not apply between MP 99.0 and MP 127.0.

**Yard Limits:**  
 Eagle Grove—MP 104.3  
 MP 130.9—132.2  
 MP 146.0—Bancroft

**Temporary Yard Limits:**  
 Luverne  
 Effective as authorized by Form "TY" Train Order.

**Rule 87** does not apply between Eagle Grove and Goldfield.

**Rule 99**—Minimum flagging distance 3000 feet.

**Train and Engine Movements** between Eagle Grove and Goldfield will be made under the direction of the operator at Eagle Grove.

**Maximum Wt:**  
 Eagle Grove—MP 146.0  
 ..... 263,000 lbs.  
 MP 146.0 Bancroft  
 ..... 210,000 lbs.

# LAURENS SUBDIVN—CENTRAL DIVISION

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts
		↓	↑	
0218	0.0	EAGLE GROVE Y	⑧⑩⑫⑭⑮	98.1
	8.3	THOR		106.4
0222	17.6	DAKOTA CITY Y	①②	115.7
	5.3	RUTLAND		121.0
0224	22.9	P&M SIDING		122.5
0226	30.0	BRADGATE		128.1
0227	35.6	ROLFE ⊗ C&NW Y	③④⑤	133.7
0230	44.6	HAVELOCK		142.7
0232	52.3	LAURENS ⊗ C&NW Y	⑥⑦⑧	150.4
0234	59.0	MARATHON ⊗ CMSTP&P	⑨	157.1
8256	64.7	ALBERT CITY Y		128.8

**SPEED RESTRICTIONS (In MPH)**  
 Between Eagle Grove and Marathon ..... 4  
 Between Marathon and Albert City ..... 3  
 MP 133.8—C&NW crossing ..... 2  
 MP 134.4—156.7 (Between Marathon and Albert City) ..... 1

**Rock and Roll Restriction** do not apply between: MP 99.0 and MP 117.0 MP 134.0 and MP 156.6 MP 130.0 and MP 134.6 (Albert City—Marathon)

**Yard Limits:**  
 Eagle Grove—MP 101.5 MP 115.2—117.5 MP 132.0—135.0 MP 149.8—151.0 MP 127.6—130.0

**Rule 99**—Minimum flagging distance 6000 feet.

**Normal Position of Junction Switches:** Lauren, for Laurens Subdivn.

**Spur track** extends 4 miles from Humboldt Rogerton (Stn. No. 0266) Maximum Wt. 263,000 lb. Maximum speed 30 MPH.

**Maximum Wt:** 263,000 lbs.

**Roife**—Normal position of Transfer Switch is for the transfer track.

# WATERLOO SUBDIVN—CENTRAL DIVISION

Station Numbers	Miles	SOUTH STATIONS NORTH		Mile Posts	Length of Sidings
		↓	↑		
7160	0.0	DELWEIN Y	①②③④⑤⑥⑦	351.2	...
	7.4	FAIRBANK		343.8	8400
7301	15.1	DUNKERTON		336.1	...
	6.6	ARMOUR	⑧	329.5	...
7303	21.7	WATERLOO Y	⑨⑩⑪⑫	326.1	...
	1.3	IANR	⑬	324.8	...
7305	32.1	CEDAR FALLS JCT.	⑭	319.1	9650
	3.3	HUDSON		315.8	...
	4.9	HICKS ⊗ C&NW	⑮⑯	310.9	...
7311	44.7	REINBECK ⊗ CRI&P	⑰⑱	306.5	...
	7.1	LINCOLN		299.4	5150
	5.5	GLADBROOK ⊗ C&NW	⑲	293.9	...
7313	57.3	GREEN MOUNTAIN		285.0	...
	8.9	MARSHALLTOWN Y	⑳㉑㉒	277.3	...
0136	73.9				

**SPEED RESTRICTIONS (In MPH)**  
 Maximum ..... 40  
 MP 351.2—349.4 ..... 10  
 MP 349.4—329.7 ..... 35  
 MP 329.7—323.5 ..... 10  
 MP 323.5—310.9 ..... 35  
 MP 310.9—C&NW crossing ..... 20\*  
 MP 310.9—306.3 ..... 35  
 MP 306.3—CRI&P crossing ..... 20\*  
 MP 306.3—296.6 ..... 35  
 MP 293.9—C&NW crossing ..... 20\*  
 MP 285.4—280.5 ..... 35  
 MP 280.5—Marshalltown ..... Restricted Speed

\*Indicates that restriction applies only until engine of train has passed limits of restriction.

**Yard Limits:**  
 Oelwein—MP 350.2  
 MP 329.7—323.5  
 MP 280.5—Marshalltown

**Rule 97** does not apply between Waterloo and Armour.

**Rule 99**—Minimum flagging distance 4500 feet.

**Marshalltown:** Authority for movement through the cross-over between the Water-

loo Subdivn. and the East Iowa Subdivn. main track must be obtained from the Train Dispatcher through the operator.

**Spur Tracks:**  
 Spur track extends 6.3 miles from Gladbrook to Beaman (Stn. No. 0203) thence 2.7 miles to Conrad (Stn. No. 0204). Maximum Wt. 210,000 lbs.  
 Spur track extends 10.4 miles from Hicks to Dike (Stn. No. 4515) Intermediate Station: Zaneta (Stn. No. 4513) Mile Post 40.1. Maximum Wt: 263,000 lbs.  
 Spur track extends 7.3 miles from Cedar Falls Jct. to Cedar Falls (Stn. No. 7308)

**Speed Restrictions:**  
 MP 6.8 CRI&P crossing ..... Stop  
 Maximum Wt. 283,000 lbs.

**Intermediate Stations:**

MP	Sta. No.
331.6 Dewar	7302
Connected at both ends	
316.7 Cyanamid	7310
Connected at North end	
278.8 Powerville	7316
Connected at both ends	

**Maximum Wt:** 263,000 lbs.

## TARA SUBDIVN—CENTRAL DIVISION

Station Numbers	Miles	SOUTH STATIONS NORTH		Mile Posts
		↓	↑	
2684	0.0	MALLARD Y		228.0
		5.0		
2685	5.0	PLOVER		233.0
		6.7		
0227	11.7	ROLFE ⊗ C&NW Y	ⓄⓈ	239.7
		7.4		
2686	19.1	GILMORE CITY		247.1
		5.7		
2687	24.8	PIONEER		252.8
		5.1		
2688	29.9	CLARE		257.9
		7.2		
2689	37.1	TARA ⊗ ICG	Ⓞ	265.1
		3.9		227.6
2690	41.0	MOORLAND ⊗ C&NW	Ⓢ	231.5
		5.6		
2691	46.6	CALLENDER		237.1
		5.8		
0293	52.2	GOWRIE TY	ⓄⓈ	242.7
		4.2		
2692	56.4	LENA		246.9
		4.3		
2693	60.7	PATON		251.2
		4.2		
2694	64.9	DANA		255.4
		5.1		
0154	70.0	GRAND JCT. Y	Ⓢ	260.5

### SPEED RESTRICTIONS (in MPH)

Between Mallard and Moorland:  
 Maximum ..... 40  
 MP 239.8—C&NW crossing (Rolfe) .. Stop  
 MP 265.0—ICG crossing ..... Stop  
 Between Moorland and Grand Jct.:  
 Maximum ..... 49  
 MP 231.5—C&NW crossing (Moorland)..... Stop  
 MP 260.5—260.9 Street crossing (Grand Jct.)10

**Rock and Roll Restrictions** do not apply between:  
 MP 260.0 and MP 228.0  
 MP 247.0—Gilmore City and MP 240.0 Rolfe

**Yard Limits:**  
 Mallard—MP 229.0  
 MP 241.0—238.5  
 MP 227.5—233.0  
 MP 258.0—Grand Jct.

**Temporary Yard Limits:**  
 Gowrie  
 Effective as authorized by Form "TY" Train Order.

**Rule 99**—Minimum flagging distance 6000 feet.

**Grand Jct.**—Normal position of north switch of east wye is for east wye.

### Intermediate Stations:

MP Sta. No.  
 252.1 Cyanamid ..... 2687  
 Connected at North end  
 252.2 Farm Service ... 2607  
 Connected at North end

**Spur track** extends 5.6 miles from Gowrie to Farmhamville (Sta. No. 0294). Maximum Wt. 263,000 lbs. Maximum Speed 20 MPH.

**Moorland**—The main track switch located at MP 380.2 on the Somers Subdivision will be lined and locked and target displaying a green indication for movement via the connection track to the Tara Subdivision. The main track switch located at MP 231.60 on the Tara Subdivision will be lined and locked and target displaying a green indication for movement via the connecting track to the Somers Subdivision.

MP 231.4, north connection track switch with Somers Subdivision, may be left lined in direction of last movement.

**Grand Jct.**—Trains entering West Iowa Subdivision, must provide flag protection for 13th, 16th and 19th Streets.

**Rolfe**—Normal position of Transfer Switch is for the Transfer Track.

**Maximum Wt:** 263,000 lbs.

## WAVERLY SUBDIVN—CENTRAL DIVISION

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts	Length of Sidings
		↓	↑		
7180	0.0	OELWEIN Y	ⓄⓈⓈ	245.8	...
		16.4	ⓈⓈⓈⓈ		
7162	16.4	READLYN		262.2	4500
		12.8			
7163	29.2	WAVERLY	Ⓞ	275.0	6700
		1.0			
	30.2	Ⓢ ICG	Ⓢ	276.0	...
		5.5			
7164	35.7	SHELL ROCK		281.5	...
		6.9			
7165	42.6	CLARKSVILLE ⊗ IANR	Ⓢ	288.4	...
		7.0			
7166	49.6	ALLISON		295.4	...
		5.9			
7167	55.5	BRISTOW		301.3	4550
		4.2			
7168	59.7	DUMONT		305.5	...
		6.6			
7169	66.3	HANSELL		312.1	...
		5.4			
2617	71.7	HAMPTON ⊗ C&NW (2) Y		317.5	3250
		8.3	ⓈⓈⓈ		
7171	80.0	COULTER Y		325.8	...

### SPEED RESTRICTIONS (in MPH)

Between Oelwein and MP 310.0  
 Maximum ..... 35  
 MP 248.8—251.3 ..... 10  
 MP 274.9—275.7 Street crossings ... 10\*  
 MP 276.7—ICG crossing ..... 20\*  
 MP 288.8—IANR crossing ..... 20\*  
 Between MP 310.0 and Coultter  
 Maximum ..... 30  
 MP 317.7—318.1—Interlockings ..... 10\*

*Indicates that restriction applies only until engine of train has passed limits of restriction.*

### Yard Limits:

Oelwein—MP 248.5  
 MP 274.0—277.6  
 MP 316.9—319.0  
 MP 325.0—Coultter

**Rule 99**—Minimum flagging distance 4500 feet.

**Normal Position of Junction Switch** at Oelwein—for Waverly Subdivn.

### Intermediate Stations:

MP Sta. No.  
 254.6 Oran ..... 7161  
 Connected at West end  
**Maximum Wt:** 263,000 lbs.

## SOMERS SUBDIVN—CENTRAL DIVISION

Station Numbers	Miles	SOUTH STATIONS NORTH		Mile Posts	Length of Sidings
		↓	↑		
7180	0.0	FORT DODGE	ⓄⓈⓈ	372.5	...
		7.8	ⓈⓈⓈ		
2690	7.8	MOORLAND ⊗ C&NW	Ⓢ	380.3	2450
		4.0			
7183	11.8	ROELYN		384.3	...
		4.5			
7184	16.3	SOMERS		388.8	...

### SPEED RESTRICTIONS (in MPH)

Maximum ..... 30  
 MP 372.5—374.1 ..... 10  
 MP 380.3 C&NW crossing ..... Stop

**Rock and Roll Restrictions** do not apply between MP 375.0—380.0.

**Yard Limits:** Entire Subdivision

**Rule 83(A)**—At Fort Dodge—Register ticket authorized when office is open.

**Rule 97** does not apply between Somers and Fort Dodge.

**Moorland**—The main track switch located at MP 380.2 on the Somers Subdivision will be lined and locked and target displaying a green indication for movement via the connection track to the Tara Sub-

division. The main track switch located at MP 231.60 on the Tara Subdivision will be lined and locked and target displaying a green indication for movement via the connecting track to the Somers Subdivision.

MP 231.4, north connection track switch with Somers Subdivision, may be left lined in direction of last movement.

### Intermediate Stations:

MP Sta. No.  
 375.5 West Fort Dodge ..... 2713  
 Connected at South end  
 378.9 McDonald's ..... 2713  
 Connected at South end  
**Maximum Wt:** 263,000 lbs.



## FORT DODGE SUBDIVN—CENTRAL DIVISION

Station Numbers	Miles	↓ SOUTH STATIONS    ↑ NORTH		Mile Posts	Length of Sidings
4535	0.0	MASON CITY Y.....	ⓐⓑⓒⓓ	57.6	YARD
		7.3 ⓓ MILW	ⓐⓑⓒ		
7462	7.3	BURCHINAL.....		64.9	...
		10.9			
7464	18.2	THORNTON.....		75.8	2700
		5.5			
7465	23.7	MESERVEY.....		81.3	...
		9.1			
7466	32.8	BELMOND Y.....	ⓐⓑⓒ	90.4	...
		10.6			
7174	43.4	CLARION ⊗ C&NW Y...	ⓐⓑ	344.6	...
		9.8			
0218	53.2	EAGLE GROVE ⊗ C&NW Y..		354.4	4600
		8.3	ⓐⓑⓒ		
7178	61.5	VINCENT.....		362.7	...
		9.8			
7180	71.3	FORT DODGE Y	ⓐⓑⓒⓓⓔⓕ	372.5	YARD

### SPEED RESTRICTIONS (In MPH)

Between Mason City and Clear Lake Jct. .... Restricted Speed  
 Between Clear Lake Jct. and Clarion  
 Maximum ..... 30  
 MP 88.9—90.4 Street crossings ..... 10  
 Between Clarion and Fort Dodge  
 Maximum ..... 35  
 MP 344.6—344.9 Clarion ..... 10  
 MP 354.1—355.2 Street crossings ..... 10

### Yard Limits:

Mason City—MP 61.0  
 MP 89.0—92.0  
 MP 345.0—100.8  
 MP 353.0—356.0  
 MP 371.0—Fort Dodge

**Rule 83(A)**—Register ticket authorized at Mason City.

Register ticket authorized at Fort Dodge when office is open.

**Rule 97** does not apply between Clear Lake Jct. and Mason City.

**Rule 99**—Minimum flagging distance 3000 feet.

### Normal Position of Junction Switches:

Clear Lake Jct.—for Marshalltown Subdivn.  
 Belmont—for Fort Dodge Subdivn.

### Spur Track:

Spur track extends 11.8 miles from Belmont to Kanawha (Stn. No. 2654) Intermediate Station Olaf (Stn. No. 2655) MP 214.3. Maximum Wt: 263,000 lbs. Maximum Speed 25 MPH.

**Rock and Roll Restrictions** do not apply between Belmont MP 207.0 and Kanawha MP 218.0, and Fort Dodge MP 372.5 and Vincent MP 362.2.

### Intermediate Station:

MP 71.4 Swaledale ..... 746  
 Connected at South end

Maximum Wt: 263,000 lbs.

## RAKE SUBDIVN—CENTRAL DIVISION

Station Numbers	Miles	↓ WEST STATIONS    ↑ EAST		Mile Posts
8431	0.0	BRICELYN.....	ⓐ	57.2
		6.6	Y	
8430	6.6	RAKE.....		50.6
		12.2		
8429	18.8	LAKOTA.....		38.4
		11.0		
8428	29.8	SWEA CITY.....		27.4
		8.8		
8427	38.6	ARMSTRONG.....		18.6
		6.1		
8426	44.7	MAPLE HILL.....		12.5
		5.5		
8425	50.2	GRUVER.....		7.0
		7.0		
2676	57.2	ESTHERVILLE Y.....	ⓐⓑⓒⓓⓔⓕ	0.0

### SPEED RESTRICTIONS (In MPH)

Maximum ..... 30  
 MP 16.35—  
 Bridge 164 ..... 10  
 Any Track  
 Except M.T. .... 5  
 MP 50.6—57.2 ..... 10

### Yard Limits:

Estherville—MP 1.6  
 Bricelyn—MP 49.7

**Rule 97** does not apply between Bricelyn and MP 49.7 (Rake).

Before entering Fairmont Subdivn. at Bricelyn contact train dispatcher at Meson City.

**Rule 99**—Minimum flagging distance 3000 feet.

### Normal Position of Junction Switch:

Bricelyn—for Fairmont Subdivn.  
 Estherville—for Clarion Subdivn.

Maximum Wt: 263,000 lbs.

## ESTHERVILLE SUBDIVN—CENTRAL DIVISION

Station Numbers	Miles	↓ WEST STATIONS    ↑ EAST		Mile Posts
8417	0.0	ESTHERVILLE Y.....	ⓐⓑⓒⓓⓔ	206.9
		6.9		
8450	6.9	SUPERIOR.....		213.8
		9.8		
8452	16.7	SPIRIT LAKE.....		223.6
		4.8		
8453	21.5	MONTGOMERY.....		228.4
		6.3		
8454	27.8	LAKE PARK.....		234.7
		5.9		
8455	33.7	HARRIS.....		240.6
		5.4		
8456	39.1	OCHHEYEDAN Y.....		246.0
		5.8		
8457	41.9	ALLENDORF.....		251.8
		5.8		
8458	50.5	SIBLEY ⊗ C&NW.....	ⓐ	257.4

### SPEED RESTRICTIONS (In MPH)

Maximum ..... 30  
 MP 206.95—209.1 ..... 10  
 Any Track  
 Except M.T. .... 5  
 MP 209.1—  
 Ocheyedana ..... 10  
 when handling unit trains.

**Yard Limits:**  
 Estherville—MP 208.6  
 MP 245.0—Ocheyedana

**Rule 99**—Minimum flagging distance 3000 feet.

Maximum Wt: 263,000 lbs.

## PALMER SUBDIVN—CENTRAL DIVISION

Station Numbers	Miles	↓ WEST STATIONS    ↑ EAST		Mile Posts
8534	0.0	PALMER Y.....		454.7
		7.8		
8531	7.8	POCAHONTAS Y.....		482.5
		6.2		
8530	14.0	WARE.....		468.7
		6.0		
8529	20.0	LAURENS ⊗ C&NW Y.....	ⓐⓑⓒⓓⓔ	474.7
		9.5		
8527	29.5	WEBB.....		484.2
		11.5		
8526	41.0	ROSSIE.....		495.7
		6.1		
8525	47.1	ROYAL Y.....		501.8

### SPEED RESTRICTIONS (In MPH)

Maximum .....  
 MP 475.2—C&NW crossing .....  
 MP 490.0 to Royal .....  
 Any Track  
 Except M.T. ....

### Yard Limits:

Palmer—MP 455.0  
 MP 461.8—463.0  
 MP 474.0—476.5  
 MP 500.5—Royal

**Rule 99**—Minimum flagging distance 3000 feet.

### Intermediate Tracks Between Stations:

MP 456.6 Capacity Cars.

Maximum Wt: 263,000 lbs.

## KLEMME SUBDIVN—CENTRAL DIVISION

Station Numbers	Miles	↓ NORTH STATIONS    ↑ SOUTH		Mile Posts
8557	0.0	BELMOND Y.....	ⓐⓑⓒ	128.0
		5.5		
8551	5.5	GODELL.....		133.5
		5.8		
8552	11.3	KLEMME TY.....		139.3
		6.5		
8553	17.8	GARNER ⊗ MILW.....	ⓐ	145.8
		5.9		
8555	23.7	MILLER.....		151.7
		5.8		
8556	29.5	FOREST CITY Y.....		157.5

**Rule 99**—Minimum flagging distance 3000 feet.

**Klemme**—Building erected over house track located 225 feet north of north crossover switch. Building has two (2) overhead rollup doors which will be closed and locked. Contact elevator personnel before making switch movements in this area.

### Normal Position of Junction Switch:

Belmond—for Fort Dodge Subdivn.

**Maximum Wt:**  
 Belmond to Garner ..... 263,000 lbs.  
 Garner to Forest City ..... 251,000 lbs.

### SPEED RESTRICTIONS (In MPH)

Maximum ..... 30  
 MP 150—Forest City .. 10  
 Any Track  
 Except M.T. .... 5

### Yard Limits:

Belmond—MP 128.8  
 MP 155.8—Forest City

### Temporary Yard Limits:

Klemme  
 Effective as authorized by Form "TY" Train Order.

# CLARION SUBDIVN—CENTRAL DIVISION

Station Numbers	Miles	↓ ↑		Mile Posts	Length of Sidings
		WEST STATIONS	EAST		
8402	0.0	DOWS Y.....		113.2	...
		6.1			
8403	6.1	GALT.....		119.3	...
		7.1			
8415	13.2	CLARION ⊗ C&NW Y..... ⊕		126.4	6000
		5.3			
8404	18.5	HOLMES.....		131.7	...
		4.3			
8405	22.8	GOLDFIELD ⊗ C&NW Y.. ⊕		136.0	...
		8.3			
8406	31.1	HARDY TY.....		144.3	...
		8.4			
8416	39.5	LIVERMORE TY.....		152.7	...
		5.4			
8407	44.9	BODE TY.....		158.1	...
		5.1			
8408	50.0	OTTOSEN.....		163.2	...
		5.5			
8409	55.5	WEST BEND Y.....		168.7	6150
		6.2			
8410	61.7	RODMAN.....		174.9	...
		9.7			
8411	71.4	EMMETSBURG Y..... ⊕		184.6	...
		5.9 ⊗ MILW			
8412	77.3	OSGOOD.....		190.5	...
		3.9			
8413	81.2	GRAETTINGER TY.....		194.4	...
		6.2			
8414	87.4	WALLINGFORD.....		200.6	...
		6.3			
2676	93.6	ESTHERVILLE Y..... ⊕ ⊗		206.9	...
		Ⓚ Ⓜ Ⓦ			

### SPEED RESTRICTIONS (In MPH)

Maximum.....	40
MP 126.8 C&NW crossing.....	20
MP 135.8 C&NW crossing.....	20
MP 153.0 C&NW crossing.....	Stop
MP 168.7—184.3.....	10
MP 184.3—206.9.....	10
Any Track Except M.T.....	5

**Rock and Roll Restrictions** do not apply between:  
MP 114.0—138.0.

### Yard Limits:

Dows—113.8
MP 124.5—128.3
MP 133.5—136.9
MP 166.6—170.0
MP 183.0—186.0
MP 203.3—Estherville

### Temporary Yard Limits:

Hardy
Livermore
Bode
Graettinger
Effective as authorized by Form "TY" Train Order.

**Rule 99**—Minimum flagging distance 4500 feet.

**Dows**—When grain train or portion of grain train is loading and using main street crossing, flag protection must be provided by member of crew on ground.

**Clarion**—When making a movement from Clarion station to transfer track and it

is desired to return to Clarion station, a key switch controller is provided and located on mast of Eastward Absolute Signal. To operate, insert switch key and turn to the right. If no train approaching on C&NW tracks, Eastward Absolute Signal will clear. In case a C&NW Railroad approach has become occupied, it will be necessary to operate release at crossing.

**Emmetsburg**—The Milwaukee Railroad and the C&NW have joint use of the following trackage at Emmetsburg, Iowa in order to serve Cargill, Inc.:

C&NW trackage between 7500 feet east of switch to existing transfer track and 7500 feet west of switch to new connection track. C&NW rules and instructions govern.

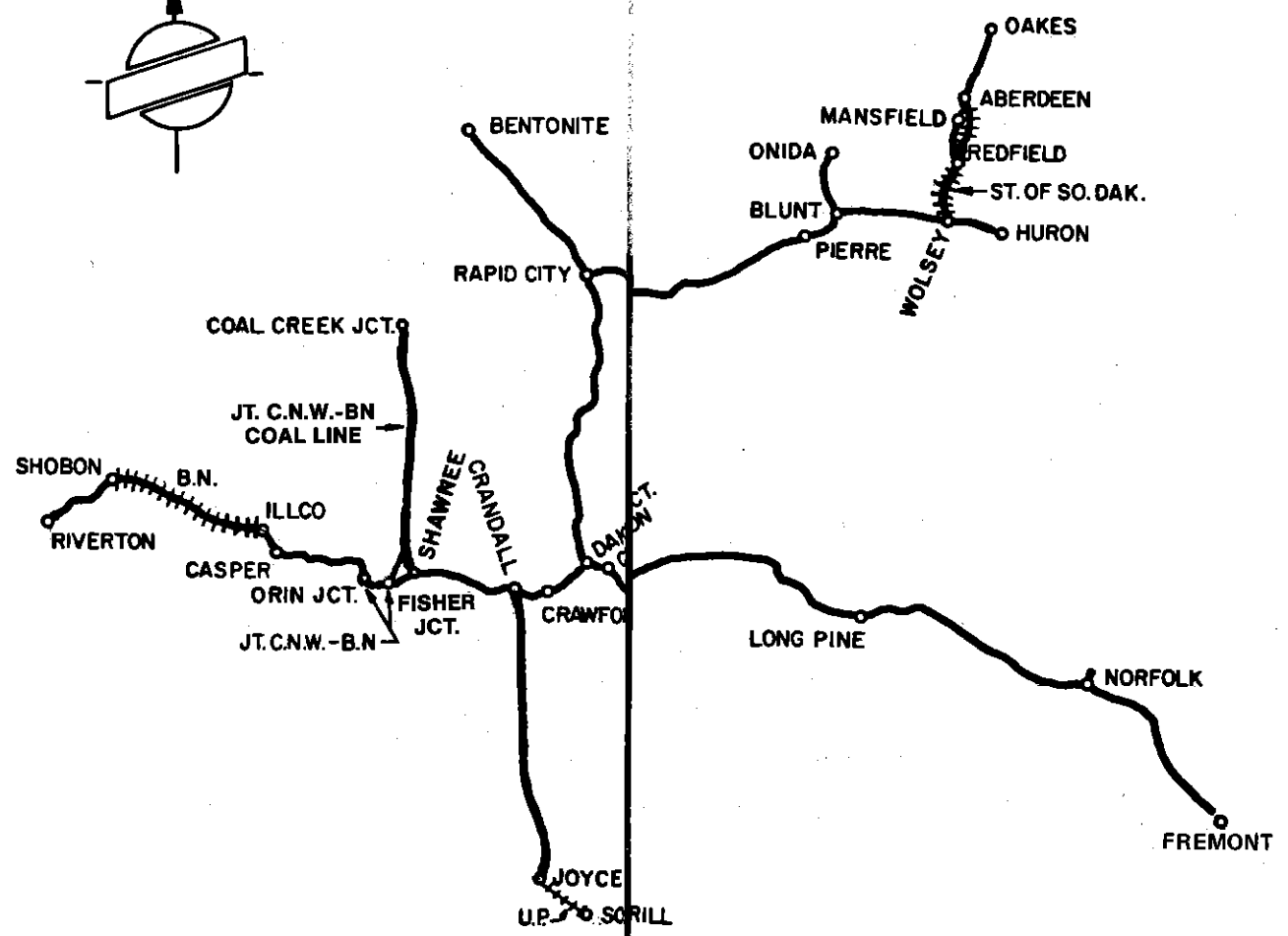
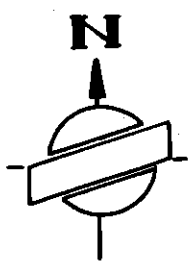
MILW trackage between 7500 feet east of switch to new connection track and 7500 feet west of switch to existing transfer track. MILW rules and instructions govern.

MILW yard limits at Emmetsburg will extend from 7500 feet east of switch to new connection track to 7500 feet west of switch to existing transfer track.

### Intermediate Tracks Between Stations:

MP 121.1 Capacity 9 cars
MP 139.1 Capacity 10 cars
MP 139.1 Capacity 4 cars
MP 156.8 Capacity 7 cars

**Maximum Wt:** 263,000 lbs.



WESTERN DIVISION

## WEST POINT SUBDIV—WESTERN DIVISION

Station Numbers	Miles	MOUNTAIN STANDARD TIME		Mile Posts	Length of Sidings
		WEST STATIONS	EAST		
6023	0.0	FREMONT Y	ⓑⓐⓓ	0.0	...
...	6.7	ⓧ BN	ⓐⓑⓓⓔ	6.7	...
6034	16.8	HOOPER		16.8	4580
6037	24.2	SCRIBNER		24.2	3640
6044	34.5	WEST POINT		34.5	2477
6048	45.3	BEEMER		45.3	4580
6051	52.1	WISNER		52.1	...
6054	59.7	PILGER		59.7	...
6058	69.4	STANTON		69.4	...
7001	81.8	NORFOLK Y	ⓑⓐⓓⓔⓕⓖⓗ	81.8	...

**SPEED RESTRICTIONS (In MPH)**  
 Maximum ..... 30  
**Yard Limits:**  
 Fremont—MP 5.5  
 MP 80.1—Norfolk  
**Rule 83(B)**—All trains obtain clearance at Norfolk.  
**Rule 99**—Minimum flagging distance one mile.  
**Maximum Wt:** 263,000 lbs.

## LONG PINE SUBDIV—WESTERN DIVISION

Station Numbers	Miles	MOUNTAIN STANDARD TIME		Mile Posts	Length of Sidings
		WEST STATIONS	EAST		
6121	0.0	LONG PINE Y	ⓑⓐⓓⓔⓕⓖⓗ	213.6	...
6126	8.4	AINSWORTH	ⓐⓑⓓⓔ	223.0	1520
6127	13.4	SANDRIDGE		228.0	2200
6135	29.1	WOOD LAKE		243.7	3340
6143	47.4	THACHER		262.0	1910
6146	54.4	VALENTINE	ⓐ	269.0	4360
6151	65.7	CROOKSTON		280.8	...
6155	76.4	KILGORE		291.5	1330
6159	84.7	NENZEL		299.8	...
6162	92.4	CODY		307.5	2290
6165	105.7	ELI		320.8	...
6170	116.9	MERRIMAN		332.0	4650
6176	131.0	IRWIN		346.1	...
6181	144.8	GORDON	ⓐⓑ	359.9	4975
6185	152.9	CLINTON		368.0	...
6188	159.6	RUSHVILLE		374.7	4790
6193	171.4	HAY SPRINGS		386.5	3530
6197	180.5	BORDEAUX		395.6	1580
6202	191.2	CHADRON Y	ⓑⓐⓓⓔⓕⓖⓗ	406.3	...

## NORFOLK SUBDIV—WESTERN DIVISION

Station Numbers	Miles	MOUNTAIN STANDARD TIME		Mile Posts	Length of Sidings
		WEST STATIONS	EAST		
7001	0.0	NORFOLK	ⓑⓐⓓⓔⓕⓖⓗ	81.8	...
...	0.5	ⓧ UP	ⓐⓑⓓⓔ	82.3	...
6068	9.4	BATTLE CREEK		91.2	3840
6071	16.6	MEADOW GROVE		98.4	...
6074	21.9	TILDEN		103.7	...
6078	28.8	OAKDALE		110.6	2230
6080	34.2	NELIGH		116.0	...
6084	43.1	CLEARWATER		124.9	3810
6088	53.3	EWING		135.1	...
6093	66.0	INMAN		147.8	...
6097	73.8	O'NEILL		155.6	3768
6101	82.0	EMMET		163.8	...
6104	91.8	ATKINSON		173.6	3900
6109	101.4	STUART		183.2	...
6113	111.5	NEWPORT		193.3	2354
6117	122.7	BASSETT		204.5	3960
6121	131.8	LONG PINE Y	ⓑⓐⓓⓔⓕⓖⓗ	213.6	...

**SPEED RESTRICTIONS (In MPH)**  
 Maximum ..... 30  
 MP 82.3—UP Crossing ..... 20  
**Yard Limits:**  
 Norfolk—MP 83.3  
 MP 212.8—Long Pine  
**Rule 83(B)**—All trains obtain clearance at Norfolk and Long Pine.  
**Rule 99**—Minimum flagging distance one mile.  
**Rule 99(D)** applies  
**Maximum Wt:** 263,000 lbs.

**SPEED RESTRICTIONS (In MPH)**  
 Maximum ..... 30  
**Yard Limits:**  
 Long Pine—MP 216.1  
 MP 404.4—Chadron  
**Rule 83(B)**—All trains obtain clearance at Long Pine.  
**Rule 99**—Minimum flagging distance one mile.  
**Rule 99(D)** applies.

Thacher and Valentine. A white light on the signal box at these locations indicates equipment is in working order. A yellow revolving light mounted on a 16 foot pole will light if dragging equipment is detected. If white light is out or yellow revolving light is operating, train must be stopped and walking inspection of entire train must be made for dragging equipment. Engineer of train approaching these two locations from either direction must notify conductor on rear of train the signal aspect displayed. Conductor must notify the engineer of the signal aspect displayed when rear of train clears these detectors.  
**Maximum Wt:** 263,000 lbs.

**Dragging Equipment Detectors** are located at MP 263.1 and MP 268.8 between

# CASPER SUBDIVN—WESTERN DIVISION

Station Numbers	Miles	MOUNTAIN STANDARD TIME		Mile Posts	Length of Sidings
		WEST STATIONS	EAST		
6202	...	CHADRON	...	406.3	...
6205	0.0	5.7 DAKOTA JCT.	Y	411.4	...
6209	10.4	10.4 WHITNEY		421.8	...
6213	21.1	10.7 CRAWFORD	Y	432.5	3400
6215	24.1	3.0 FT. ROBINSON		435.5	...
6224	49.0	24.9 HARRISON		460.4	...
6229	59.9	10.9 VAN TASSELL		471.3	...
...	64.6	4.7 CRANDALL		476.0	...
6234	71.6	7.0 NODE		483.0	17150
6238	79.8	8.2 LUSK		491.2	...
6242	88.6	8.8 MANVILLE		500.0	...
6245	96.0	7.4 KEELINE		507.4	16435
6250	109.6	13.6 SHAWNEE		521.0	...
...	116.7	7.1 FISHER JCT.		528.1	...
Between Fisher Jct. and Orin Jct. C&NW trains and engines are governed by BN rules and timetables.					
...	119.3	1.3 ORIN JCT.		530.7	...
6255	120.6	1.3 ORIN		532.0	3680
6262	134.8	14.2 DOUGLAS		546.2	3170
6271	152.0	17.2 CAREYHURST		563.4	2160
6276	163.3	11.3 GLENROCK		574.7	...
6278	170.0	6.7 PARKERTON		581.4	...
6284	183.6	13.6 STROUDS		595.0	...
6287	188.3	4.7 CASPER	Y	599.7	...
6295	203.6	15.3 ILLCO		615.0	...
...	...	86.4		...	...
Between Illico and Shobon C&NW trains and engines operate over BN and are governed by BN rules and timetables.					
6315	290.0	3.4 SHOBON	Y	699.0	...
6347	293.4	22.3 SHOSHONI		702.4	...
6355	315.7	RIVERTON		724.7	...

### SPEED RESTRICTIONS (In MPH)

Maximum	30
MP 411.4—Spring Switch	10
MP 432.4—BN crossing	20
Through cut at MP 553	10
MP 615.0—Jct. BN	Stop
MP 699.0—Jct. BN	Stop

### Yard Limits:

Chadron—MP 412.1
MP 431.4—433.4
MP 594.4—604.0
MP 699.0—699.5

**Rule 83(B)**—All eastward trains obtain clearance at Casper.

**Rule 97** does not apply between Chadron and Dakota Jct. and between Strouds and Casper.

**Rule 99**—Minimum flagging distance one mile.

**Rule 99(D)** applies

**Rule S-225** applies on C&NW between Casper and Riverton. Westward trains must receive a clearance before entering Rule S-225 territory at Casper. Eastward

trains must receive a clearance before leaving Riverton.

### Junction Switches:

Crandall and Shawnee for Co-Line Subdivn.

**Spring Switch:** Dakota Jct. Normal position for Rapid City Subdivision.

**Dakota Jct.:** Normal position for wye switch on Casper Subdivision is for Casper Subdivision.

**Harrison:** Eastward trains make track inspection.

**Between Crandall and Shawnee** trains operate on the Co-Line Subdivision.

**Rock and Roll Restrictions** do not apply on C&NW between Harrison and Riverton.

**Casper-Riverton:** Train location reports (line-ups) not issued between Casper and Riverton.

### Maximum Wt:

Chadron—Crawford	263,000 lbs
Crawford—Shoshoni	251,000 lbs
Shoshoni—Riverton	220,000 lbs

# CO-LINE SUBDIVN—WESTERN DIVISION

Station Numbers	Miles	MOUNTAIN STANDARD TIME		Mile Posts	Length of Sidings
		WEST STATIONS	EAST		
...	...	SOUTH MORRILL	...	UP 162.1	...
...	0.0	JOYCE		UP 164.2	...
...	17.0	17.0 ALSOP		56.0	15410
...	40.0	23.0 BRAUN		16.0	15410
...	56.0	16.0 CRANDALL		0.0	476.0
6234	63.0	7.0 NODE		483.0	17150
6238	71.2	8.2 LUSK		491.2	...
6242	80.0	8.8 MANVILLE		500.0	...
6245	81.4	7.4 KEELINE		507.4	16435
6250	101.0	13.6 SHAWNEE		521.0	...
...	107.2	6.2 NORTH WESTERN JCT.		527.2	...
...	111.6	10.4 EAST WALKER		BN 107.3	...
...	116.5	4.9 WEST WALKER		102.4	...
...	131.0	14.5 EAST BILL		87.9	...
...	136.2	5.2 WEST BILL		82.7	...
...	151.2	15.0 EAST LOGAN		67.7	...
...	155.9	4.7 WEST LOGAN		63.0	...
...	156.9	1.0 NACCO JCT.		62.0	...
...	171.5	14.6 EAST RENO		47.4	...
...	176.4	4.9 RENO		42.5	...
...	178.3	1.9 WEST RENO		40.6	...
...	187.5	9.2 ANTELOPE		31.4	...
...	192.7	5.2 COAL CREEK JCT.		26.2	...

### SPEED RESTRICTIONS (In MPH)

Maximum	49
MP 56.0 (Joyce)—Over Jct. Switch	40
MP 0.0 (Crandall)—Over Jct. Switch	40
MP 521.0 (Shawnee)—Over Jct. Switch	40
MP 527.2 (North Western Jct.)—Over Jct. Switch	40

### Between South Morrill and Joyce

C&NW operates over UP. UP operating rules and timetable govern.

### Between North Western Jct. and Coal Creek Jct.

BN operating rules and timetable govern.

**Bill Yard** is located at West Bill (MP 82.7). Entrance to yard located at MP 81.0 and MP 85.7.

**Rule 99**—Minimum flagging distance 1/2 miles.

### Junction Switches:

Joyce, Crandall and Shawnee—Normal Position for Co-Line Subdivision.

### Casper-Subdivision Trains:

Must obtain permission from the train dispatcher before entering Co-Line Subdivision.

**Maximum Wt:** 315,000 lbs.

# RAPID CITY SUBDIVN—WESTERN DIVISION

Station Numbers	Miles	MOUNTAIN STANDARD TIME		Mile Posts	Length of Sidings
		NORTH STATIONS	SOUTH		
6202	0.0	CHADRON		406.3	...
6205	5.1	5.1 DAKOTA JCT. } 12.0	Y ①ⓄⓀ ①ⓄⓀ	411.4 0.0	...
6400	17.1	WAYSIDE		12.0	2400
6407	31.9	14.8 OELRICHS 9.6		26.8	...
6411	41.5	SMITHWICK		36.4	2310
6414	46.7	7.2 ORAL TY		43.6	2750
6417	55.7	7.0 BUFFALO GAP		50.6	...
6423	72.1	16.4 FAIRBURN		67.0	2000
6427	83.8	11.7 HERMOSA		78.7	...
6433	102.2	18.4 RAPID CITY Y	Y ①ⓄⓀ ①ⓄⓀ	97.1	...
...	109.6	7.4 EVERIST	①ⓄⓀ	104.5	...
6439	118.8	9.2 PIEDMONT		113.7	...
6447	133.7	14.9 STURGIS		128.6	2700
6451	140.4	6.7 WHITEWOOD TY		135.3	...
6455	147.8	7.4 ST. ONGE		142.7	1500
6459	159.2	11.4 BELLE FOURCHE Y	Y ①ⓄⓀ ①ⓄⓀ	154.1	...
6460	179.6	20.6 BENTONITE	①ⓄⓀ	174.7	...

### SPEED RESTRICTIONS (In MPH)

Maximum	40
MP 411.4—Spring Switch	10
MP 0.0—87.5	30
MP 95.8—156.8	30
MP 156.8—Bentonite	25

### Yard Limits:

Chadron—MP 0.6
MP 95.8—101.0
MP 153.2—157.4

### Temporary Yard Limits:

Oral—Whitewood  
Effective as authorized by Form "TY" train order.

**Rule 83(B)**—Eastward trains originating at Belle Fourche must obtain clearance at Belle Fourche.

Trains must obtain clearance at Rapid City when train order office is open.

**Rule 97** does not apply between Chadron and Dakota Jct.

**Rule 99**—Minimum flagging distance one mile.

**Rule S-225** applies between Belle Fourche and Bentonite. Trains must receive a clearance before entering Rule S-225 territory at Belle Fourche.

**Rock and Roll Restrictions** do not apply between Dakota Jct. and Bentonite.

**Spring Switch:** Dakota Jct. Normal position is for Rapid City Subdivision.

**Chadron-Dakota Jct.:** Verbal permission from the train dispatcher at Chadron must be obtained for all train and engine movements between Chadron and Dakota Jct. Westward movements must clear themselves to the train dispatcher when clear of this territory at Dakota Jct. In the event trains cannot communicate with the train dispatcher due to communication failure, trains may operate between Chadron and Dakota Jct. under the provisions of Rule 93.

**Dakota Jct.:** Normal position for the wye switch on the Rapid City Subdivision is for Rapid City Subdivision.

**Rapid City:** Normal position of P.R.C. Subdivision Jct. switch is for Rapid City Subdivision.

**Train Location Reports (line-ups)** not issued between Belle Fourche and Bentonite.

**Bentonite:** Normal position of the switch point derail at MP 174.6 is against movements on the main track.

**Maximum Wt:**  
Chadron—Dakota Jct. .... 263,000 lbs.  
Dakota Jct.—Bentonite .... 251,000 lbs.

# PIERRE SUBDIVN—WESTERN DIVISION

Station Numbers	Miles	MOUNTAIN STANDARD TIME		Mile Posts	Length of Sidings
		WEST STATIONS	EAST		
1228	0.0	HURON		362.8	...
...	0.7	0.7 } ① BN	Y ①ⓄⓀⓄⓀ	363.5	...
1230	13.3	WOLSEY		376.1	2150
...	13.8	0.3 } ① BN	①	376.4	...
1233	24.7	11.1 WESSINGTON		387.5	...
1236	37.6	12.9 ST. LAWRENCE		400.4	...
1237	40.1	2.5 MILLER		402.9	2360
1239	50.6	10.5 REE HEIGHTS		413.4	...
1242	62.4	11.8 HIGHMORE		425.2	2440
1243	70.2	7.8 HOLABIRD		433.0	...
1245	77.2	7.0 HARROLD		440.0	2400
1248	90.0	12.8 BLUNT TY	Y ①ⓄⓀ	452.8	2970
1260	117.7	27.7 PIERRE Y	Y ①ⓄⓀⓄⓀ	480.5	...

### SPEED RESTRICTIONS (In MPH)

Maximum	49
MP 362.8—364.8	30
MP 364.8—367.0	40
MP 376.0—480.5	30
MP 363.5—BN	
Crossing	20
MP 376.4—BN	
Crossing	20*

\*Indicates that restriction applies only until engine of train has passed limits of restriction.

### Yard Limits:

Huron—MP 364.6
MP 479.3—Pierre

### Temporary Yard Limits:

Blunt  
Effective as authorized by Form "TY" train order.

**Rule 83(B)**—All trains obtain clearance at Huron and Pierre.

**Rule 99**—Minimum flagging distance one mile.

**Rule 99(D)** applies

**Rock and Roll Restrictions** do not apply between Huron and Pierre.

**Wolsey:** Normal position of Jct. switch is for Pierre Subdivision.

**Blunt:** Normal position of Jct. switch is for Pierre Subdivision.

**Maximum Wt:**  
Huron-Wolsey  
..... 263,000 lbs.  
Wolsey-Pierre  
..... 251,000 lbs.

# P.R.C. SUBDIVN—WESTERN DIVISION

Station Numbers	Miles	MOUNTAIN STANDARD TIME		Mile Posts	Length of Sidings
		WEST STATIONS	EAST		
1260	0.0	PIERRE Y	Y ①ⓄⓀ	480.5	...
9501	3.9	3.9 FT. PIERRE	①ⓄⓀ	484.4	...
9511	22.8	18.9 WENDTE		503.3	...
9516	32.4	9.6 VAN METRE		512.9	2320
9521	42.9	10.5 CAPA		523.4	...
9526	52.7	9.8 MIDLAND		533.2	2360
9541	79.2	26.5 PHILIP		559.7	2360
9551	104.1	24.9 QUINN		584.6	...
9556	110.5	6.4 WALL	①	591.0	2340
9561	124.5	14.0 WASTA		605.0	1650
9566	134.8	10.3 OWANKA		615.3	...
9571	148.5	13.7 UNDERWOOD		629.0	...
9576	160.1	11.6 BOX ELDER		640.6	1790
6433	170.8	10.7 RAPID CITY Y	Y ①ⓄⓀⓄⓀ	97.1	...

### SPEED RESTRICTIONS (In MPH)

Maximum	30
MP 482.5—483.1	10
MP 649.2—Jct.	
Switch	Stop

### Yard Limits:

Pierre—MP 482.3
MP 649.0—Rapid City

**Rule 83(B)**—All trains obtain clearance at Pierre and Rapid City.

**Rule 99**—Minimum flagging distance one mile.

**Rule 99(D)** applies

**Normal Position for Junction Switch:**  
Rapid City is for Rapid City Subdivision.

**Maximum Wt:**  
Pierre—Ft. Pierre  
..... 251,000 lbs.  
Ft. Pierre—Rapid City  
..... 210,000 lbs.

# OAKES SUBDIV—WESTERN DIVISION

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts
		↓	↑	
1230	0.0	WOLSEY		376.1
Between Wolsey and Redfield C&NW trains and engines operate over BN and are governed by BN rules and timetable.				
1287	33.2	REDFIELD		40.2
Between Redfield and Aberdeen C&NW trains and engines operate over BN and are governed by BN rules and timetable.				
1293	74.0	ABERDEEN		82.4
	74.2	0.2 BN		82.6
1294	82.4	ORDWAY		90.8
1295	88.2	COLUMBIA		96.6
1296	100.0	HOUGHTON		108.4
1297	108.7	HECLA		117.1
1298	117.6	LUDDEN		126.0
	119.0	1.4 LUDDEN JCT.		127.4
	126.2	7.2 SOO LINE		134.6
1299	126.7	0.5 OAKES		135.1

**SPEED RESTRICTIONS (In MPH)**  
 Maximum ..... 20  
 MP 82.6 BN crossings ..... 20  
 MP 134.6—Soo Line crossing ..... Stop

**Yard Limits:**  
 MP 127.0—Oakes

**Rule 83(B)**—All C&NW trains obtain clearance at Oakes.

**Rule 97** does not apply between Ludden Jct. and Oakes.

**Rule 99**—Minimum flagging distance one half mile.

**Rule 99(D)** applies

**Rock and Roll Restrictions** do not apply between Aberdeen and Oakes.

**Ludden Jct.—Oakes:** BN trains and engines operate over C&NW.

**Maximum Wt:** 210,000 lbs.

## CLEARANCE LIMITS

Maximum width and height of loaded or empty cars that will pass in safety over the main tracks listed below:

Routes	Height over Top of Rail			
	8' Width	9' Width	10' Width	11'6" Width
<b>CHICAGO DIVISION</b>				
Clinton St. and Proviso	17 0	17 0	17 0	17 0
Noble St. and Clinton St. (Low Line)	17 0	17 0	17 0	17 0
Clinton St. and Rush St. (Low Line)	15 6	15 6	15 6	15 6
Clinton St. and Division St. (Low Line)	16 6	16 6	16 6	16 6
Kedzie and Wood St.	19 0	19 0	19 0	19 0
Wood St. and St. Charles Air Line Bridge	17 6	17 6	17 6	17 6
Clinton St. and Evanston	19 3	19 3	19 3	18 6
South Yard and Mayfair	22 0	22 0	22 0	22 0
Clybourn and Mayfair	21 3	20 9	20 3	19 6
Mayfair and Evanston	22 0	22 0	22 0	22 0
Mayfair and Seeger	21 3	20 9	20 3	19 6
Mayfair and Valley	22 0	22 0	22 0	22 0
Proviso and Valley	20 3	19 9	19 3	18 3
Forest Park and Bellwood (former CGW)	18 6	18 6	18 6	18 6

Widths of 8 ft. and 9 ft. may be extended down to 1 ft. 6 in. above top of rail on all lines. Width of 10 ft. may be extended down to 1 ft. 9 in. above top of rail on the Rockwell Subdiv. and to 2 ft. 0 in. on all other lines.

\*Width of 11 ft. 6 in. may be extended down to 3 ft. 6 in. above top of rail on all lines except those noted by \* which are listed below:

Proviso and Clinton St.	6 ft. 0 in.
Clinton St. and Division St. (Low Line)	4 ft. 0 in.
Kedzie and Wood St.	6 ft. 0 in.
Clinton St. and Evanston	6 ft. 0 in.
Clybourn and Mayfair	6 ft. 0 in.

Routes	Height over Top of Rail			
	8' Width	9' Width	10' Width	11'6" Width
<b>ILLINOIS DIVISION</b>				
Proviso and West Chicago	19 0	19 0	19 0	19 0
West Chicago and Nelson	19 0	19 0	19 0	19 0
Nelson and Clinton	19 3	19 0	18 9	17 9
Nelson and Peoria Jct.	19 3	19 0	18 3	17 3
Peoria Jct. and Madison	19 9	19 3	18 9	18 0
DeKalb and Sycamore	22 0	22 0	22 0	22 0
DeKalb and Troy Grove	22 0	22 0	22 0	22 0
West Chicago and Belvidere	20 0	20 0	20 0	19 9
Belvidere and Rockford	16 0	16 0	16 0	15 6
Elgin Jct. and East Elgin	22 0	22 0	22 0	22 0
Villa Park and EJ&E Jct. (W. Chgo.)	19 9	19 9	19 9	19 9
EJ&E Jct. (W. Chgo.) and St. Charles	19 6	19 6	19 6	19 6
Middle Grove and Peoria	19 6	19 0	18 3	17 6

Widths of 8 ft. and 9 ft. may be extended down to 1 ft. 6 in. above top of rail on all lines. Width of 10 ft. may be extended down to 2 ft. 0 in. above top of rail on all lines.

\*Width of 11 ft. 6 in. may be extended down to 3 ft. 6 in. above top of rail on all lines except those noted by \* which are listed below:

Proviso and West Chicago	3 ft. 9 in.
Villa Park and EJ&E Jct. (W. Chgo.)	3 ft. 9 in.

Clearance in Rockford:

Bridges at 1st Street	17 ft. 0 in.
2nd Street	19 ft. 0 in.
3rd Street	19 ft. 3 in.
Kishwaukee Street	16 ft. 0 in.
Whitman Street on K.D. Line	22 ft. 0 in.
Jefferson Street on K.D. Line	21 ft. 6 in.

Routes	Height over Top of Rail			
	8' Width	9' Width	10' Width	11'6" Width
<b>IOWA DIVISION</b>				
Clinton and Belle Plaine	19 2	19 2	19 0	17 9
Otis and Beverly (via Cedar Rapids)	20 0	19 6	19 0	18 3
Belle Plaine and Marshalltown	20 0	19 6	19 0	17 9
Marshalltown and Ames	22 0	22 0	22 0	22 0
Ames and Missouri Valley	20 6	20 6	20 0	19 0
Missouri Valley and Council Bluffs	20 0	19 6	18 9	18 0
Missouri Valley and Fremont	20 3	19 9	19 3	18 3
Dodge St. and South Omaha	19 3	18 6	17 9	16 6
Sioux City (22nd St. Yard) and Cal. Jct.	19 6	18 3	16 0	16 0
Florence and Omaha	19 9	19 9	19 9	19 9
Sioux City (22nd Street) and Dakota City	19 9	19 0	18 6	16 6
Maple River and Ida Grove	21 0	21 0	21 0	21 0
Marshalltown and Oskaloosa	19 0	18 6	18 0	17 0
Oskaloosa and Albia	18 9	18 9	18 3	17 6

Widths of 8 ft. and 9 ft. may be extended down to 1 ft. 6 in. above top of rail on all lines. Width of 10 ft. may be extended down to 2 ft. 0 in. above top of rail on all lines.

\*Width of 11 ft. 6 in. may be extended down to 3 ft. 6 in. above top of rail on all lines except the line noted by \* which is listed below:

Missouri Valley and Council Bluffs	3 ft. 9 in.
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# MANSFIELD SUBDIV—WESTERN DIVISION

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts
		↓	↑	
1287	0.0	REDFIELD		40.2
	10.0	10.0 ATHOL		50.2
1289	20.4	10.4 NORTHVILLE		60.6
1290	26.3	5.9 MANSFIELD		66.5

**SPEED RESTRICTIONS (In MPH)**  
 Maximum ..... 10

**Rule 97** does not apply.

**Rock and Roll Restrictions** do not apply between Redfield and Mansfield.

**Redfield:** Automatic interlocking on yard track.

**Train Location Reports** (line-ups) not issued.

**Maximum Wt:** 210,000 lbs.

# ONIDA SUBDIV—WESTERN DIVISION

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts	Length of Sidings
		↓	↑		
1248	0.0	BLUNT		115.1	2970
	15.6	15.6 ONIDA		99.5	

**SPEED RESTRICTIONS (In MPH)**  
 Maximum ..... 10

**Rule 97** does not apply.

**Rock and Roll Restrictions** do not apply between Blunt and Onida.

**Train Location Reports** (line-ups) not issued.

**Blunt:** Normal position of Jct. switch is for Pier 1 Subdivision. Normal position of Wye switch is for the east leg of the Wye.

**Maximum Wt:** 185,000 lbs.

Routes	Height over Top of Rail							
	8' Width		9' Width		10' Width		11'6" Width	
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
<b>WESTERN DIVISION</b>								
Fremont and Norfolk	22	0	21	6	21	0	20	3
Norfolk and Crawford	21	9	21	3	20	9	20	3
Crawford and Ilcoo (Inc. BN Trackage)	20	9	20	9	20	9	20	9
Ilcoo and Shoshoni (Inc. BN Trackage)	19	9	19	3	18	9	18	0
Shoshoni and Riverton	18	9	18	3	17	9	17	8
Chadron and Rapid City	19	6	19	0	18	9	18	0
Rapid City and Belle Fourche	18	0	17	6	17	0	16	3
Belle Fourche and Bentonite	22	0	22	0	22	0	22	0
Huron and Ft. Pierre	21	3	20	6	19	9	19	0
Ft. Pierre and Rapid City	17	6	17	0	16	9	16	3
Wolsey and Aberdeen via CMSTP&P	20	0	20	0	20	0	19	3
Aberdeen and Oakes	22	0	22	0	22	0	22	0
Blunt and Onida	22	0	22	0	22	0	22	0
Redfield and Mansfield	22	0	22	0	22	0	22	0

Widths of 8 ft. and 9 ft. may be extended down to 1 ft. 6 in. above top of rail on all lines.  
Width of 10 ft. may be extended down to 2 ft. 0 in. above top of rail on all lines.  
Width of 11 ft. 6 in. may be extended down to 3 ft. 6 in. above top of rail on all lines.

Routes	Height over Top of Rail							
	8' Width		9' Width		10' Width		11'6" Width	
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
<b>CENTRAL DIVISION</b>								
Albert Lea and Mason City	19	3	19	3	19	3	19	0
Mason City and Marshalltown	21	9	21	3	20	9	20	3
Dakota City and Rogerton	17	6	17	6	17	6	17	6
Hicks and Dike	22	0	22	0	22	0	22	0
Mason City and Sanborn	21	3	20	6	19	9	18	9
Farnhamville and Gowrie	22	0	22	0	22	0	22	0
Ames and Jewell	18	6	18	6	18	6	18	6
Jewell and Eagle Grove	20	3	19	6	18	9	17	6
Eagle Grove and Algona	20	6	20	6	20	6	20	6
Algona and Bancroft	22	0	21	6	20	6	19	3
Eagle Grove and Dakota City	22	0	22	0	22	0	22	0
Dakota City and Marathon	21	0	21	0	21	0	21	0
Marathon and Albert City	22	0	22	0	22	0	22	0
Eldora and Iowa Falls	20	6	20	3	19	9	19	0
Iowa Falls and Alden	22	0	22	0	22	0	22	0
Ellsworth and Jewell	22	0	22	0	22	0	22	0
Oelwein and Marshalltown	20	6	20	6	20	6	20	6
Oelwein and Coulter	20	6	20	6	20	6	20	6
Mason City and Ft. Dodge	22	0	22	0	22	0	22	0
Ft. Dodge and Somers	20	3	20	3	20	3	20	3
Cedar Falls Jct. and Cedar Falls	21	6	21	6	21	6	21	6
E. Ft. Dodge and Gypsum	21	3	21	3	21	3	21	3
Mallard and Tara	22	0	22	0	22	0	22	0
Tara and Grand Jct.	20	3	20	3	20	3	20	3
Belmond and Kanawha	22	0	22	0	22	0	22	0
Swanwood and Des Moines (Ft. Dodge Ry.)	21	3	21	3	21	3	21	3
Marshalltown and Des Moines	20	3	19	9	19	3	16	9
Des Moines and Kansas City	18	9	18	6	18	3	17	6
Grand Jct. and W. Des Moines	22	0	22	0	22	0	22	0
W. Des Moines and Hull Ave.	19	6	19	0	18	3	14	9
Ames Jct. and Hull Ave.	22	0	22	0	22	0	22	0
Hull Ave. and Des Moines	20	3	19	9	19	3	16	9
Hull Ave. and Flint Jct. (D.M. & C.I.)	15	0	15	0	15	0	15	0
Flint Jct. and University Ave.	22	0	22	0	22	0	22	0
Ft. Dodge Yard	17	9	17	9	17	9	17	9
Gladbrook and Conrad	22	0	22	0	22	0	22	0
Slater and Woodward	20	9	20	9	20	9	20	9
Perry and Herndon	21	6	21	6	21	6	21	6
Herndon and Yale	22	0	22	0	22	0	22	0
So. St. Paul and Mason City (ROCK)	19	6	19	6	19	6	19	6
Mason City and Des Moines (ROCK)	19	6	19	6	19	3	16	9
Kansas City and Trenton (ROCK)	20	3	20	3	19	9	18	9
Trenton and Des Moines (ROCK)	19	3	19	3	19	3	14	0
Bricelyn and Ocheyedan (ROCK)	19	6	19	6	19	6	19	6
Carlisle and Indianola (ROCK)	19	6	19	6	19	6	19	6
Dows and Forest City (ROCK)	20	0	20	0	20	0	20	0
Iowa Falls and Estherville (ROCK)	19	6	19	6	19	6	19	6
Royal and Palmer (ROCK)	20	0	20	0	20	0	20	0

Widths of 8 ft. and 9 ft. may be extended down to 1 ft. 6 in. above top of rail on all lines.  
Width of 10 ft. may be extended down to 2 ft. 0 in. above top of rail on all lines.  
Width of 11 ft. 6 in. may be extended down to 3 ft. 6 in. above top of rail on all lines.

Routes	Height over Top of Rail							
	8' Width		9' Width		10' Width		11'6" Width	
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
<b>ORE DIVISION</b>								
Green Bay and Escanaba	20	3	19	9	19	3	18	3
Escanaba and Ishpeming	19	0	18	6	18	0	17	0
Powers and Antoine	19	3	19	3	19	3	19	3
Quinneseec and Niagara	17	9	17	6	17	0	16	6
Oconto and Oconto Falls	22	0	22	0	22	0	22	0

Widths of 8 ft., 9 ft. and 10 ft. may be extended down to 1 ft. 6 in. above top of rail on all lines.  
Width of 11 ft. 6 in. may be extended down to 3 ft. 6 in. above top of rail on all lines.

Routes	Height over Top of Rail							
	8' Width		9' Width		10' Width		11'6" Width	
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
<b>TWIN CITIES DIVISION</b>								
Elroy and Wyeville	22	0	21	9	21	3	19	6
Wyeville and Northline	20	3	20	3	20	3	20	3
Northline and E. St. Paul (West Bound)	19	6	19	6	19	6	18	6
Northline and E. St. Paul (East Bound)	19	0	19	0	19	0	17	9
E. St. Paul and BN Jct. (Westminster St.)	18	9	18	9	18	9	17	9
BN Jct. (Westminster St.) and East Mpls.	19	0	19	0	19	0	19	0
East Mpls. and West Mpls. via Nicollet Island	18	9	18	9	18	9	18	9
East Mpls. and Mpls. (Lyndale Ave. S.) "B"	16	6	14	3	14	0	0	0
Mpls. Ry. Transfer and Glenwood Jct. "E"	16	6	16	6	16	6	16	6
Minneapolis and Golden Valley "E"	16	6	16	6	16	6	16	6
Mpls. Lyndale Ave. S. and 1st Ave. N. (East Bound) "B" and "F"	16	6	14	3	14	0	0	0
Mpls. Lyndale Ave. S. and 1st Ave. N. (West Bound) "B" and "F"	16	6	14	3	14	0	0	0
Mpls., 1st Ave. N. and 20th Ave. S. (East Bound)	16	9	16	9	16	9	16	9
Mpls., 1st Ave. N. and 20th Ave. S. (West Bound)	16	6	16	6	16	6	16	6
Mpls., 20th Ave. S. and St. Paul (Miss. St. Yard)	20	0	20	0	20	0	20	0
Hopkins and Merriam	20	6	20	6	20	6	20	6
Merriam and Waseca	21	3	21	3	21	3	21	3
Waseca and Albert Lea	21	0	21	0	21	0	21	0
Mpls. (Lyndale Yd.) and Hopkins	19	9	19	9	19	9	19	9
E. St. Paul (Westminster St.) and Union Depot	20	0	20	0	20	0	20	0
St. Paul Union Depot and Chestnut St. "C"	19	0	19	0	19	0	0	0
St. Paul (Chestnut St.) and Western Ave.	22	0	22	0	22	0	22	0
Western Ave. Yd. and Mankato	21	3	21	3	21	3	21	3
Mankato and Sioux City (22nd St. Yard)	20	6	20	0	19	6	18	9
South St. Paul and State St., St. Paul	22	0	22	0	22	0	22	0
State St., St. Paul and Hoffman Ave. Yard	20	0	19	3	18	9	17	9
State St., St. Paul and East St. Paul	18	6	18	6	18	0	17	0
South St. Paul and Randolph	21	6	21	6	21	6	21	6
Fairbault and Red Wing	21	6	21	6	21	6	21	6
Eau Claire and Spooner	19	9	19	6	19	0	18	3
Spooner and Duluth	20	0	20	0	20	0	19	9
Trego and Hayward	19	9	19	3	18	6	17	6
Black River Falls and Levis	22	0	22	0	22	0	22	0
Menomonie Jct. and Menomonie "D"	18	6	18	0	17	6	10	0
Norma and Cornell	22	0	22	0	22	0	22	0
Hudson and Stillwater	20	6	19	9	19	3	18	6
Hopkins and Madison (Inc. CMSTP&P)	19	9	19	3	18	6	17	6
Worthington and Ellis	18	6	18	0	17	6	17	0
Wyeville and Tunnel City	22	0	22	0	22	0	22	0
Tunnel City and Winona via CMSTP&P	18	9	18	3	17	9	17	0
Adams and Wyeville	21	0	20	3	19	9	18	6
Necedah and Wisconsin Rapids via CMSTP&P	22	0	22	0	22	0	22	0
Nekoosa and Wisconsin Rapids via SOO Line	22	0	22	0	22	0	22	0
LaCrosse and Medary Jct.	22	0	22	0	22	0	22	0
Winona and Eyota	20	6	20	6	20	6	20	6
Eyota and Waseca	21	9	21	9	21	9	21	3
Waseca and Mankato	21	9	21	9	21	9	21	9
Mankato and Sleepy Eye	22	0	21	3	20	6	19	3
Sleepy Eye and Sanborn	22	0	22	0	22	0	22	0
Sanborn and Huron	20	0	19	6	19	0	18	3
Eyota and Plainview	22	0	22	0	22	0	22	0
Sioux Valley Jct. and Watertown	22	0	22	0	22	0	22	0

Widths of 8 ft. and 9 ft. may be extended down to 1 ft. 6 in. above top of rail on all lines.  
Width of 10 ft. may be extended down to 2 ft. 0 in. above top of rail on all lines.

\*Width of 11 ft. 6 in. may be extended down to 3 ft. 6 in. above top of rail on all lines except the line noted by \* which is listed below:

Trego and Duluth ..... 5 ft. 0 in.  
NOTE "B": Loads 10 ft. 6 in. wide can be handled from 3 ft. 0 in. above top of rail to 13 ft. 9 in. above top of rail.

NOTE "C": Loads 11 feet wide can be handled from 3 ft. 6 in. above top of rail to 19 ft. 0 in. above top of rail.

NOTE "D": Loads 11 feet wide can be handled from 2 ft. 0 in. above top of rail to 17 ft. 0 in. above top of rail.

NOTE "E": Loads 11 feet wide can be handled from 2 ft. 9 in. above top of rail to 16 ft. 3 in. above top of rail.

NOTE "F": Cars coming within the limits of the outline for Plate "C" can move unrestricted on all lines except:

Minneapolis (Lyndale Ave. So.) and 1st Ave. North (Eastbound).  
Minneapolis (Lyndale Ave. So.) and 1st Ave. North (Westbound).



Routes For Points Between	Height over Top of Rail							
	8' Width		9' Width		10' Width		11'6" Width	
WISCONSIN DIVISION	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
Valley and KO	21	3	21	3	21	3	21	3
KO and St. Francis (via Bain)	20	9	20	9	20	9	20	9
St. Francis and Butler	19	0	18	9	18	3	17	3
Butler and Wisconsin	20	0	19	6	18	9	18	0
Menominee Bell Line	19	0	19	0	19	0	19	0
Evanston and Lake Bluff	16	9	16	9	16	9	16	9
Lake Bluff and Waukegan	19	0	19	0	19	0	19	0
Waukegan and St. Francis	20	6	20	0	19	6	18	9
St. Francis and Washington St.	19	8	19	0	18	6	17	9
Wisconsin and Fond du Lac	20	0	19	3	18	9	17	9
Fond du Lac and North Fond du Lac	20	0	19	3	18	9	17	9
KO and Lake Bluff	20	6	20	6	20	6	20	6
Proviso and Deval	21	0	20	6	20	0	19	3
Deval and Barrington	21	0	20	3	19	6	18	8
Barrington and Evansville	19	3	19	3	18	9	17	9
Evansville and Madison	19	6	19	6	19	6	19	6
Madison and Elroy	20	6	20	3	20	3	20	3
Butler and Clyman Jct.	20	0	19	6	18	9	18	0
Clyman Jct. and Adams	20	0	20	0	19	9	18	6
Belton and Jefferson Jct.	21	6	21	6	21	6	21	6
Cottage Grove and Madison	22	0	22	0	22	0	22	0
Madison and Verona	19	3	19	3	19	3	19	3
Ft. Atkinson and Fond du Lac	20	0	19	3	18	9	17	9
Crystal Lake Jct. and Ringwood	17	3	17	3	17	3	17	3
Bain and Kenosha	21	9	21	9	21	9	21	9
Harvard and Beloit	21	3	21	3	21	3	21	3
Wisconsin and Manitowoc via Sheboygan Siding	19	3	19	3	19	3	19	3
Wisconsin and Manitowoc	17	0	17	0	17	0	17	0
Sheboygan and Sheboygan Falls	17	0	17	0	17	0	17	0
Sheboygan Falls and Plymouth	22	0	22	0	22	0	22	0
Manitowoc and Green Bay	19	3	19	3	19	3	18	3
Manitowoc and Two Rivers	20	0	19	6	19	0	18	3
North Fond du Lac and Oshkosh	20	6	20	0	19	3	18	3
Oshkosh and Green Bay	22	0	22	0	22	0	22	0
Fond du Lac and Ripon	20	0	19	3	18	9	17	9
Kaukauna So. and Appleton	21	0	20	6	18	9	18	9
Appleton and New London	22	0	22	0	22	0	22	0
Green Bay and Eland	21	0	21	0	21	0	20	0
Kelly and Rothschild	22	0	22	0	22	0	22	0
Eland and Wausau	18	6	18	6	18	6	18	6

Widths of 8 ft. and 9 ft. may be extended down to 1 ft. 6 in. above top of rail on all lines. Width of 10 ft. may be extended down to 2 ft. 0 in. above top of rail on all lines, except between St. Francis and Washington St. down to 2 ft. 6 in.

\*Width of 11 ft. 6 in. may be extended down to 3 ft. 6 in. above top of rail on all lines except those noted by \* which are listed below:

Evanston and Lake Bluff	5 ft. 6 in.
Barrington and Evansville	3 ft. 9 in.
Madison and Elroy	3 ft. 9 in.

#### ADDITIONAL CLEARANCE AND WEIGHT RESTRICTIONS

- (A) Loads exceeding 220,000 lbs. gross weight must have wheels of 36-inch diameter or be on cars with six or more axles.
- (B) The following cars must have written clearance authority from Chief Train Dispatcher:
1. Loaded or empty cars exceeding 17 feet high above top of rail, except open cars loaded with automobiles.
  2. Loaded or empty cars exceeding 11 feet 6 inches wide.
  3. Cars of 35 feet or less in length, except ore cars.
  4. Cars under 40 feet in length having a gross weight over 220,000 lbs.
  5. Cars of greater weights and dimensions than shown for the line specified in the above tables or shown on the subdivision page.
- (C) Cars having maximum gross weight over 263,000 lbs. to 315,000 lbs. uniformly loaded and at least 64 ft. 8 in. over strikers may be carried on two-axle trucks with minimum axle spacing to 6 ft. 0 in. and 38-inch diameter wheels or three-axle trucks.
- (D) Trainmen and yardmen must know and will be held responsible that cars do not exceed the indicated weight, width and height before placing them in trains or hauling them over the line.

#### COMPANY MEDICAL DOCTORS

C&NW Medical Department  
One North Western Center  
Chicago, Illinois 60606  
Phone (312) 559-6750

Thomas G. Cook, M.D. - Medical Director

C&NW Dispensary Hours  
7:30 a.m. to 5:00 p.m. daily  
except  
Saturday, Sunday and Holidays

Northwestern Memorial Hospital  
303 E. Superior Street  
Chicago, Illinois  
Phone (312) 649-2000

LOCATION	DOCTOR'S NAME	ADDRESS	OFFICE PHONE
<b>ILLINOIS</b>			
Belvidere	Gunnarsson, B. V.	860 Beister Dr.	815-544-3112
Benld	Macaraeg, Sederico	211 East Central	217-835-2311
Crystal Lake	Wilson, Paul C.	388 West Terra Cotta Ave.	815-459-3030
DeKalb	Biscan, Andrew Wiley, Darrell B. Lane, Richard A. Biss, Kurt Goldman, Samuel Lee, William K. Miller, Dean A. Shils, Ivan H.	DeKalb Clinic 232 South Second Street	815/758-0622
Dixon	Stitzel, W. L.	403 East First Street	815-288-7711
Farmington	Reed, James M.	158 East Fulton	309-245-2416
Geneva	Rivers, Robert R.	Geneva Occupational Health Assoc. 123 South St., Suite 130	312-232-1818
Granite City	Lay, Obert Hill, Robert	3165 Myrtle 3165 Myrtle	618-877-3504 618-876-1676
Harvard	Quincannon, F. J.	1000 North Hayes Street	815-943-4057
Highland Park	Olander, George A.	1950 Sheridan Road	312-432-2750
Lake Forest	Havey, Gerald	725 North McKinley Road	312-234-0066
McHenry	Alvary, George	1110 North Green St.	815-385-1050
Melrose Park	Adolph, Antony	Doctor's Emergency Office Center 2240 Mannheim Rd.	312-455-0890
Morrison	Londo, Richard	204 North Jackson Street	815-772-7296
Pekin	Aranas, Romeo S. Rhoades, Robert Taubert, Russell Welmer, James	Medical Group 610 Park Avenue	309-346-3124
Peoria	Kenny, James	416 St. Mark's Court Suite 201	309-678-2813
Rochelle	Hinderliter, Don E. Koritz, L. T.	400 May Mart Dr., Box 48 324 Lincoln Hwy.	815-562-8728 815-562-2818
St. Charles	Lappin, Thomas F.	Riverside Professional Offices 606 South Riverside Dr.	312-584-2400
Springfield	Meyer, John G.	413 West Monroe	217-528-0441
Spring Valley	Lukancic, Louis P.	207 East St. Paul	815-663-2811
Staunton	Ubben, J. W.	428 Caldwell, Suite 32	618-835-2220
Sterling	Christopherson, Howard Erickson, John Flynn, Thomas Picken, Edgar	Sterling-Rock Falls Clinic 101 East Miller Road	815-625-4790
Stockton	Rachuy, Lyle A.	323 North Main Street	815-947-2100
Sycamore	Ovitz, J. W.	204 West Elm Street	815-895-2184
Waukegan	Beck, Kenneth C.	215 North Sheridan Road The Besley-Waukegan Clinic	312-862-5111
West Chicago	Perkins, William C.	119 Main Street	312-231-0260
Wilmette	Mee, Edward F.	522 Poplar Drive	312-251-0098
Woodstock	Simpson, Robert D.	13707 West Jackson Street Kishwaukee Valley Medical Group	815-338-2541
	Tambone, John R.	102 East South Street	815-338-2345
<b>IOWA</b>			
Albia	Richter, H. J.	208 South Clinton Street	515-932-2121
Allison	McKean, F. J.	506 Locust Street	319-267-2462
Ames	Bond, Lowell D. Gartin, Thomas D. Lowary, E. K.	1128 Duff Avenue	515-232-4421
Belle Plaine	Douglas, C. E.	817 - 13th Street, Box 297	319-444-2840
Belmond	Kollasch, Albert Hruska, Glen	Box 69 Box 69	515-444-3500 515-444-3500
Boone	Anderson, John R. Downs, Frank S. Rouse, Wayne E. Murphy, John	527 Marshall Street 527 Marshall Street 527 Marshall Street 105 So. Marshall	515-432-2335 515-432-2335 515-432-2335 515-432-2122
Carroll	Martin, Josef McCabe, Francis X.	502 North Court Street 726 North Carroll	712-792-1500 712-792-4311
Cedar Rapids	Basler, William Finn, William R. Schmit, G. L. Schueller, Thomas J. Stiles, James F.	112 - 14th Street, S.E. Family Physicians of C. Cedar Rapids, P. C. 811 - 5th Avenue, S.E.	319-365-7521 319-365-7581 319-365-7581

LOCATION	DOCTOR'S NAME	ADDRESS	OFFICE PHONE
<b>IOWA (Continued)</b>			
Clinton	Carey, E. T. Chalian, G. A. Dehner, M. G. Dixon, John E. Ellison, G. M. German, R. G. Griffith, W. H. Jensen, K. L. Manning, P. G. Marme, G. W. Mericle, D. T. O'Donnell, J. E. O'Shea, J. M. Peterson, J. A., Jr. Rogers, F. B. Seth, S. K. Weber, D. H. Wulf, D. G. York, G. L.	415 Howes Building Medical Associates 915 13th Avenue North and Springdale Drive	319-242-1739 319-243-2511
Council Bluffs	Edwards, Charles, Jr. Hopp, Ralph Liebel, Lynn Romano, Anthony	417 East Washington Avenue Cogley Clinic	712-328-1800
Denison	Bendizen, R. L.	203 North Main Street	712-263-2900
Des Moines	Fraser, James B.  Danielson, Stanton, M.D. Teddall, Donald, M.D.	811 Midland Financial Bldg. 206 6th Street  East Des Moines Family Care Center Iowa Lutheran Hospital 840 E. University	515-244-2120  515-265-4211
Dubuque	Packard, D. K.	1000 Langworth	319-557-6220
Eagle Grove	Hogenson, George B.	121 North Iowa Street	515-448-4570
Estherville	Hranac, Robert Knerl, Jeffrey Powers, John L. Wolters, Donald E.	1001 - 1st Avenue, No. Estherville Medical Center, P.C.	712-362-3500
Fort Dodge	Sear, John	Physicians Off. Bldg.	515-576-8180
Gowrie	Borgen, D. L.		515-352-5230
Grinnell	Porter, S. D.	810 - 4th Avenue	515-236-5210
Hampton	Heuermann, Dorothy	Franklin Medical Center 1600 Central Avenue, East	515-456-4830
Harlan	Donlin, R. E.	2208 - 12th Street	712-755-5120
Hawarden	Eneboe, E. M.	Post Office Box 153 1122 Avenue "L"	712-552-2520
Iowa Falls	Brunkhorst, J. A. Dunlay, R. W. Graham, T. C. Gude, H. E.	226 Rocksylvania Ave.	515-648-4230
Laurens	Gannon, James	403 West Main Street	712-845-4540
Marshalltown	Bendixen, Charles B.  Keyser, Earl L. Lund, Axel T. J. Sauer, Harold E.	Doctors Park So. 412 East Church St. 407 East Main Street C 309 East Church Street 208 East Church Street	515-752-4260  515-752-7120 515-752-4260 515-752-1440
Mason City	Coddington, James K. Gordon, Paul H. Dixon, John B.	1023 - 2nd Street, S.W. 1023 - 2nd Street, S.W. 1023 - 2nd Street, S.W. Forest Park Medical Building	515-424-4190 515-424-4190 515-423-4650
Missouri Valley	Wilson, R. G.	415 East Erie Street	712-642-2700
Mt. Vernon	Rahn, Gordon	111 - 1st Street, East	319-895-8890
Oelwein	Cook, S. M. Gallagher, John P. Ahrens, John H.	212 Eighth Ave. S.E. 22 1/2 South Frederick Avenue 208 - 8th Avenue, S.E.	319-283-4480 319-283-3440 319-283-4910
Oskaloosa	Collison, R. M. Smith, S. A.	1225 "C" Avenue, East 1225 "C" Avenue, East	515-672-2570 515-672-2570
Perry	Deramleah, Dr.	Family Practice 10th & Iowa Streets	515-465-3550
Riceville	Walker, T. G.		515-985-2120
Sheldon	Murphy, Dennis L.	712 Fourth Avenue	712-324-2510
Sibley	Thomas, J. H.		712-754-2210
Sioux City	Helmann, V. R.  McGown, Gerald Rudersdorf, Howard E.	501 Insurance Exchange Bldg. 7th & Pierce Street 2417 Pierce Street 2417 Pierce Street Sioux City Medical Clinic	712-258-0150  712-252-3880 712-258-7570
Spencer	Schlichtemeler, E. D.	1304 North Grand	712-262-7580
State Center	Sokol, C. R.	503 Third Avenue, S.W.	515-483-2140
Tama	Havlik, A. J.	207 West Third Street	515-484-2600
Waverly	Hanson, H. M.	220 - 10th Street, S.W.	319-352-4340
Winterset	Chesney, Nelson A.	115 West Court Avenue	515-462-1040
<b>MICHIGAN</b>			
Escanaba	Andreini, Larry J. Noren, Thomas Rose, Leslie Fitch, Donald N. Hockstad, Raymond L. LeMire, John R.	104 Doctor's Park 104 Doctor's Park 104 Doctor's Park 104 Doctor's Park 104 Doctor's Park 104 Doctor's Park	906-786-0070 906-786-0070 906-786-0070 906-786-4620 906-786-4620 906-786-7470
Iron Mountain	Mitchell, Daniel M.	106 West "B" St.	906-774-1630
Ironwood	Harrington, Rex	216 E. Aurora Street	906-932-0310
Ishpeming	Williams, R. G.	524 Mather Avenue	906-485-5130
Kingsford	Smith, D. R.	145 Roseland	906-774-1940
Menominee	Brukardt, H. R. Jones, W. S.	534 First Street 1146 Tenth Avenue	906-863-5940 906-863-2450

LOCATION	DOCTOR'S NAME	ADDRESS	OFFICE PHONE
<b>MINNESOTA</b>			
Adams Albert Lea	Schindler, Richard Hansen, T. M. Nelson, Clayton E. J. O'Toole, Daniel J. Steiner, L. E. Wilcox, G. C.	Adams Area Clinic 224 Water Street 1602 Fountain Street 1802 Fountain Street 210 N. St. Mary Avenue 210 N. St. Mary Avenue	507-582-3547 507-373-1441 507-373-8251 507-373-8251 507-373-1441 507-373-1441
Austin	Anderson, David P. Anderson, Harold J. Anderson, Thomas Hagen, John D. Hesla, I. A. Isela, R. H. Minar, J. P. Muchow, Gene Pesonen, Clifford A. Seery, Thomas M.	101 Fourteenth Street, N.W. Austin Medical Center	507-433-7351
Belle Plaine	Hallgren, Roger Juergen, H. M.	337 South Meridian Street 127 South Willow	612-873-2276 612-873-6271
Cannon Falls	Williams, M. R.	Medical Arts Building	507-263-2511
Dawson	Maus, Phillip W.	671 Chestnut St., Box 490	612-789-4393
Dodge Center	Kulstad, Oscar S.	Box 507	507-374-6350
Hopkins	Blake, Alan	15 - 9th Avenue, South	612-938-7612
LeRoy	Morse, R. D.	Box 247	507-324-5305
LeSueur	Sonnesyn, N. N.	229 South 2nd Street	612-665-2577
Madella	Boysen, Herbert Eiselt, James R. Halverson, Wm. Q.	17 Central Avenue, North Madella Clinic - 4 East Main Madella Clinic - 4 East Main	507-642-3314 507-642-3241 507-642-3241
Mankato	Eustermann, John J. Hankerson, Robert G.	Mankato Clinic 501 Holly Lane	507-825-1811
Marshall	Peterson, K. A.	Doctors' Plaza, P.A.	507-532-9631
Minneapolis	Anderson, James L. Folsom, L. Bartlett Ingli, Robert Minder, John G. Abraham, Dennis	3033 University Avenue, S.E. The Northwest Industrial Clinic, P.A.  Occupational Med. Clinic Sister Kenny Inst. 800 E. 28th St. at Chicago Ave., 54407	612-379-7244   612-874-4555
Montgomery	Lehrer, A. J.	Family Medical Clinic 202 First Street, South	612-364-7378
Mountain Lake	Wiens, Alvin		507-427-2121
New Prague	Cervenka, C. F.	304 First Street, S.E.	612-758-4461
New Ulm	Kluge, John W.	New Ulm Clinic	507-354-4101
Owatonna	Olson, A. J.	134 Southview	507-451-1120
Red Wing	Friedrich, B. E. Hubbard, D. L. Roth, C. W. Sanders, J. L.	The Interstate Medical Center P.A., Highway 61, West	612-388-3503
Rochester	Brodhun, John	Olmsted Medical & Surgical Group 210 - 9th Street, S.E.	507-288-3443
St. James	Parson, R. H.	502 Second Avenue, So.	507-375-3141
St. Paul	Adair, Frank Smith, Vernon D. E.	821 Central Medical Building 339 Lowry Medical Arts Bldg.	612-846-1841 612-222-5596
Stewartville	Risser, A. F.	118 South Main Street P.O. Box 576	507-533-4633
Tracy	Apostol, W. P. Fischer, F.	Apostol Clinic - E. Fifth St.	507-629-4840
Waseca	Dey, J. W. Gray, M. A. Hergott, P. F. Normann, S. T.	501 North State Street Waseca Clinic	507-835-3110
Windom	Stratte, H. C.	304 - 10th Street	507-831-2393
Winona	Winona Clinic	420 E. Sarnia St.	507-454-3680
Worthington	Doctors Yawn Mills Eaton Sudmeir	508 - 10th Street P.O. Box 85	507-372-2921
<b>MISSOURI</b>			
Kansas City	Duncan, Wm. Henry	Research Downtown Healthcare Clinic Admiral Blvd. at Oak Street Drs. Duncan, Folck and Owens, Inc.	816-842-1146
St. Joseph	Knepper, Paul A. McDaniels, John R.	902 Edmond Street Thompson, Brumm and Knepper Clinic	816-233-9711
	Kiekhaefer, Theodore C. Morse, John Phillip Mauward, Rafik David	902 Edmond Street 514 Francis	816-233-7702 816-232-9794
St. Louis	Sutter, Richard A. Rogers, H. Bryan	819 Locust Street Sutter Clinic	314-621-4300
Trenton	Cross, Albert D. Ryan, David L.	618 East First Street	816-359-4385

LOCATION	DOCTOR'S NAME	ADDRESS	OFFICE PHONE
<b>NEBRASKA</b>			
Ainsworth	Panzner, H. J. Shiffermiller, F. H.	Zero & Harrington Steets Zero & Harrington Steets	402-387-2230 402-387-1900
Arlington	Bloch, D. M.	315 West Eagle	402-478-4123
Atkinson	Ramsey, J. E.	Atkinson Clinic, P.C.	402-925-2631
Blair	Grace, Leslie I.	753 North 21st Street Blair Clinic	402-426-4611
Chadron	Alderman, A. J. Hoevet, L. H. Penor, R. M. Rasmussen, R. H. Savage, R. A. Hanlon, Dr.	300 Shelton St., Box 431 Chadron Medical Clinic, P.C.	308-432-4441
Fremont	Dilley, Roger Adans, John M. Henricks, Bruce Eaton, William B.	Medical Center 2350 North Clarkson	402-727-5200
Geneva	Ashby, C. F.	230 East 22nd Street	402-721-4170
Hartington	Vlach, C. J.	140 N. 9th Street	402-759-3144
Nellgh	Peetz, D. J.	Drawer D	402-254-3257
Norfolk	Becker, William F. Biga, Timothy I. Hehner, Clark F.	R.R. 1, Box 523 Norfolk Medical Group 900 Norfolk Avenue	402-887-4151 402-569-2741 402-371-3180
Omaha	Connors, Edward K. Torpy, S. D.	Surgey, Inc. 6801 N. 72nd St., Ste. 11	402-551-5070
O'Neil	Fitch, R. D. Raymond, R. A. Water, R. W.	403 East Hynes	402-336-2622
Wahoo	French, Ivan M.	964 Laurel Street	402-443-4141
Wayne	Benthack, Walter	215 West 2nd Street	402-375-2500
West Point	Scherer, Robert H.	539 East Decatur Street West Point Medical Center	402-372-2477

### SOUTH DAKOTA

Aberdeen	Perry, E. J.	1200 South Main Street Vogels Clinic	605-225-3000
Belle Fourche	Marousek, Melvin	1301 Eighth Avenue, S.E. Tri-State Medical Building	605-892-2506
Burke	Sweet, Edwin		605-775-2631
Deadwood	Mattox, James	121 Charles Street	605-578-3434
Huron	Adams, H. P. Saxton, W. H. Sheekey, Owen James, Jr. Hohm, Paul	111 Fourth Street, S.E. Huron Clinic 455 Kansas Avenue, S.E. Tschetter-Hohm Clinic	605-352-8691 605-352-8767
Mitchell	Lewis, H. R. Vonburg, V. R.	206 Medical Arts Building 818 West Havens	605-996-9691 605-996-7526
Phillip	Mangulis, G. J.	605 West Pine, Box 549	605-859-2568
Pierre	Askwig, L. C.	111 Huron Avenue, So. Pierre Clinic	605-224-7364
Rapid City	Fromm, Harold E.	725 Meade Street Post Office Box 2623 Williams Surgical Clinic	605-343-5130
Sioux Falls	Owen, Gordon S. Amundson, L. H.	Post Office Box 9007 Family Practice Ctr., Inc. 2300 S. Dakota Central Plains Clinic	605-342-3881 605-339-1783 605-335-2727
Watertown	Peters, E. Tam, G.	2727 South Kiwanis Avenue	605-335-2727
Watertown	Bartron, G. B.	320 - 7th Avenue, S.E. Bartron Clinic	605-886-8471
Winner	Stiehl, R. L.	825 East 8th Street	605-842-2443

### WISCONSIN

Anigo	Beattie, B. W. Cromer, R. W. Keener, R. L. Moermond, James Orlin	614 - 5th Avenue 1111 Langlade Road Anigo Medical Center 2nd & Clermont Street P.O. Box 400	715-623-4519 715-623-3761 715-623-2351
Appleton	Hale, William	420 East Longview Street	414-733-3754
Ashland	Bargholtz, W. E.	206 - 6th Avenue, West	715-682-6622
Augusta	Moland, O. G.	Box "M"	715-286-2462
Baldwin	May, John A. Olson, C. A.	Baldwin Clinic, S.C. Baldwin Clinic, S.C.	715-684-3326 715-684-3326
Baraboo	Pearson, C. R.	314 Ash, Box 169	608-356-3964
Black River Falls	Krohn, Eugene Noble, John H.	610 West Adams Street Krohn Clinic	715-284-4311
Cuba City	King, Cedrick S.		608-744-2161
Dodgeville	Rasmussen, N. G.	109 West Fountain Street	608-935-9331
Eagle River	Colgan, J. J.	321 Wall Street	715-479-4171
Eau Claire	Finucane, Patrick J. Bourget, Gerald E.	1820 Ohm Avenue 733 West Clairemont	715-834-2036 715-834-7761
Elroy	Balder, Roy B.	1104 Academy Street Elroy Medical Center	608-462-8281

LOCATION	DOCTOR'S NAME	ADDRESS	OFFICE PHONE
<b>WISCONSIN (Continued)</b>			
Fond du Lac	Bachhuber, Michael Guth, Harvey Keenan, L. J. San Felippo, Elizabeth Smith, E. V., Jr.	Fond du Lac Clinic 60 East Sheboygan Street 481 East Division	414-921-7400 414-922-1900
Friendship	Esmail, Muhammed Janssen, Martin L. Sankaran, R. Muzaffar, Mirza B.	Roche-A-Chi Clinic Box 10 206 W. Lake Street	608-339-3326 608-339-6350
Green Bay	Freedman, A. L.	606 Bellin Building 130 E. Walnut Street	414-437-9696
	Killins, J. A. LeMieux, G. E. Schmidt, R. T. Leh, Patrick Milson, Bert Milson, Louis Milson, Stuart Sullivan, Donel Vogt, Terry	123 North Military Ave. 2353 Ridge Road 923 Eliza Street Dousman Clinic 1745 Dousman Street	414-494-3421 414-494-9685 414-432-9261 414-494-9661
Hayward	Sahs, M. H.	116 West 2nd Street P.O. Box 72 Hayward Clinic	715-634-2622
Hudson	Anderson, Myron G.	226 Locust Street	715-386-2311
Hurley	Martinetti, D. J.	327 Silver Street P.O. Box 277	715-561-2960
Janesville	Frazer, S. Peterson, Dan Tregoning, Paul C.	Janesville Riverview Clinic 580 North Washington Street 2020 East Milwaukee St.	608-755-3500 608-756-7100
Kaukauna	Jeffrey, J. S. Wolfmeyer, W. W.	Kaukauna Clinic, S.C. 1015 West Wisconsin Ave.	1-414-766-4656
Kenosha	Bilal, Roman	6032 - 40th Avenue	414-652-1423
Kimberly	Gage, R. S.	314 West Kimberly Ave.	414-788-1321
La Crosse	Bralley, Allen	Gunderson Clinic 1836 South Ave.	608-782-7300
Lake Mills	Effenhauser, M. Lehring, H. Wishou, James	120 East Oak Street Lake Mills Medical Center	414-648-2391
Madison	Benish, George A. Tormey, T. W., Jr. Duehr, P. A.	2453 Atwood Ave. 1025 Regent Street	608-241-4445 608-241-4445 608-251-2361
Manitowoc	Driggers, S. D. Schmidt, G. A.	601 Buffalo Street Manitowoc Family Practice Assoc.	414-682-0181
Marinette	Bell, John M. Boren, C. H. Boren, James	2500 Hall Avenue 1510 Main Street 1510 Main Street	715-735-3356 715-735-7421 715-735-7421
Marshfield	Hamilton, Gordon MacDonald, Sanford Magnin, George E.	Marshfield Clinic 1000 North Oak Avenue	715-387-5434
Milwaukee	Becker, Barney Navarra, Miguel Moede, James Poll, Marvin Hausmann, P. F. Mayer, Hanno Mendeloff, Elton Condon, Kenneth Cryns, Werner Goldberg, Henry M.	2400 West Lincoln Avenue Medical-Surgical Clinic 2309 West State Street 611 East Wisconsin Ave. 2320 West Kenboern Dr. Milwaukee Industrial Clinic 500 North 19th Street	414-671-7000 414-342-2003 414-272-8650 414-351-0395 414-931-7600
Neenah	Burns, J. R. Christopherson, D. L. Hardie, Gordon H.	411 Lincoln Avenue Nicolet Clinic 169 East No. Water Street	414-725-7071 414-725-4527
New London	Monsted, J. W.	616 Wyman St.	414-982-3112
Oshkosh	Adelman, R. D.	400 Ceape	414-231-6800
Port Washington	Savage, George	125 North Franklin	414-284-2676
Racine	Drs. Fazen & Tiffany Harris, W. C.	3803 Spring Street 2405 North Western Avenue	414-832-1208 414-632-7521
Rhineland	Bump, Warner S.	Medical Group, S.C. 1020 Kabel Avenue Courtney Street	715-362-5650 715-362-3160
Rice Lake	Shiek, I. E.		715-362-3160
Ripon	Maser, J. F.	1020 Lake Street	715-234-9031
Shawano	Johnson, J. Martin	1212 W. Fond du Lac St.	414-748-6133
Sheboygan	Arnold, D. S. Aymond, D. K. Balersdorf, R. W. Hancock, C. W. Heimliniak, R. A. Keller, Robert A. Moulton, J. V. Schott, Edward G. Ohme, Donald D.	117 E. Green Bay Road 1011 North 8th Street Sheboygan Clinic 2625 North 5th Street	715-524-2161 414-457-4461
Shell Lake	Thatcher, Gregory	209 - 4th Avenue West Shell Lake Clinic, Ltd.	414-457-4461 715-468-2711
Spooner	Choudhuri, B. P. Olson, Lester J.	707 Ash Street Spooner Clinic	715-635-2151

LOCATION	DOCTOR'S NAME	ADDRESS	OFFICE PHONE
<b>WISCONSIN (Continued)</b>			
Superior	Fruehauf, Richard P. Mataczynski, Robert R.	Giesen Clinic 1514 Ogden Avenue	715-394-5557
Tomah	Mubarak, J. S.	105 W. Milwaukee Street	608-372-4111
Two Rivers	Kuljis, D. A.	1516 Washington Street	414-794-7414
Waukesha	Campbell, Paul Smiri, W. G.	1307 East Broadway 723 Clinton	414-547-4031 414-547-0088
Wausau	Burr, T. C. Witt, D. L. Stahmer, A. H. Allen, John	2727 Plaza Drive 212 Sturgeon Eddy Rd. 404 South Third Dir. Dept. Occupational Medicine Wausau Medical Center 2727 Plaza Drive	715-847-3000 715-842-0431 715-845-7231 715-847-3228
Wauwatosa	Brah, William A.	10425 W. North Avenue Fairview Building	414-774-6130
West Bend	Gill, Lawrence A. Griswold, Bruce G.	1201 Oak Street Frankow & Grundahl Clinic	414-334-3451
Wonegoc	Baker, H. P.	Box 128	608-464-7714
<b>WYOMING</b>			
Lusk	Turner, Kenneth E.	919 Balleence - P.O. Box 186	307-334-3068
Casper	Frissell, N. E. Toews, Burton DePaolo, Hugh	940 East 3rd Street Casper Medical Exams 231 South Wilson	307-265-3970 307-265-3781
Riverton	Kucera, Wallace K.	Family Practice Center, P.C. 1202 East Jackson	307-856-2281

### ADDITIONAL TRAIN AND SPEED RESTRICTIONS

- (A) Speeds may be increased as well as decreased by train order.  
 (B) Unless otherwise provided, a train or engine must not exceed 10 MPH thru a crossover, turnout or to a diverging route at a junction.  
 (C) Unless otherwise provided, a train or engine must not exceed 10 MPH on any track other than a main track. (Rule 105 applies.)  
 (D) When authorized to move against the current of traffic, or against the normal current of traffic on a portion of double or three or more tracks, a train or engine must move at Reduced Speed not to exceed 20 MPH and must approach crossings with automatic warning devices at such speed that the crossing is not occupied until the automatic devices are operating a sufficient time to warn the public unless the movement is protected by a flagman.

Note 1—Within Yard Limits the provisions of Rule 93 (Revised) applies.

Note 2—Outside of Yard Limits, increased speeds may be authorized by train order or general order when conditions permit.

(E) Scale Test Cars: CNWX 263627, 263631 and 263633 must be placed next ahead of caboose and handled only upon instructions from Chief Train Dispatcher.

(F) Wrecking Derricks: Maximum permissible speed is 35 MPH, lower speeds for specific subdivisions will be specified by General Order. Wrecking derricks will be handled only upon instructions from Chief Train Dispatcher. Location of wrecking derrick in train handling will be as directed by wrecking foreman, the boom must be trailing and counterweight leading.

Wrecking derrick consists will be handled only ALONE. Should a situation arise that would cause serious problems in the handling of a wrecking derrick consist alone, it may be handled in a freight train when divisions are specifically authorized to do so by our Operations Control Center at Chicago.

Wrecking derrick consists may consist of more than one wrecking derrick and attendant cars such as kitchen cars, tool cars, panel rail, ballast, etc. When returning from a derailment it may also include bad order cars.

(G) Jordan ditchers or flangers moving dead in train must be headed in the direction of movement, when possible, with wings trailing and trains handling must not exceed 35 MPH.

(H) When any loco, crane, pile driver or derrick other than a wrecking derrick is moved on its own wheels in any train, the boom must be trailing and counterweight leading. Pile driver leads must be folded back and secured. The cotter key or nut at the bottom of the center pin in the trailing truck of these machines must be removed, when truck is so equipped: such machines must be placed next ahead of caboose and trains handling must not exceed 30 MPH.

(I) Trains handling following car types must not exceed:

	MPH
1. Ore cars (except hopper series CNW 110500 to 110806)	
Loaded .....	30
Empty .....	40
2. Open top hopper cars	
Loaded .....	50
Empty .....	50
3. Gondola cars	
Loaded above slide or end .....	50
Empty .....	50
4. Air dump cars series CNW 11715 to 11913 and 743000 to 743015	
Loaded .....	40
Empty .....	40
5. Bulkhead flat cars (except JTTX flats or flats equipped with auto racks)	
Loaded .....	50
Empty .....	50
6. Ordinary flat car	
Loaded .....	50
7. Blocks of 40 or more cars	
Loaded with Ballast .....	40
Loaded 100 ton cars (example grain, coal, potash, etc.) .....	40
8. Cars of anhydrous ammonia, LP gas, propane, chlorine, caustic soda or phosphorus .....	50

(J) Maximum Speed—Cold Weather

Temperature	Freight Trains	Unit Coal and Grain Trains
+ 20° to + 11°	50 MPH	40 MPH
+ 10° to 1°	45 MPH	35 MPH
0° or Less	40 MPH	30 MPH

Exception: The above restrictions do not apply to trains that consist of all TOFC, COFC, or multi-level automobile-carrying equipment, or any combination thereof, exclusive of caboose. At 0° or less, the maximum speed of TOFC/COFC trains is 50 MPH.

Note—Train orders will not be issued in connection with the above. Temperature may be obtained from communicating offices and yard offices.

(K) Continuous Welded Rail Trains

Equipment for handling continuous welded rail, consists of 28 permanently coupled flat cars with buffer(s) at each end. Buffer cars at each end of train, may consist of an empty gondola or flat car, or tie down car, threader or idler cars.

This equipment, loaded or empty, must be handled as a unit with air brakes cut in and operative, must not be switched with and must not be humped. These cars must not be cut off while in motion. Other cars must not be cut off while in motion and allowed to couple to these cars or to a draft containing these cars. The following applies:

When loaded

Maximum Speed: 30 MPH

This equipment must not be combined with other traffic, except that 10 additional cars such as: outfit cars, cars of track material or related items may be handled behind the CWR equipment as directed by the Chief Train Dispatcher, who will authorize such handling only upon instructions from the Operation Control Center.

When empty

Maximum Speed: 40 MPH

CWR equipment may be handled with other traffic upon instructions from the Operation Control Center, but total consist must not exceed 80 cars without first receiving permission of Operation Control Center through the train dispatcher (except Train No. 1 must not exceed 50 cars). CWR equipment must be handled at rear of train.

(L) The rules require that the general direction and government of a train is in charge of the conductor and that the engineer is equally responsible as to the safety of the train and the observance of the rules. This also applies when an officer is riding on a train.

Exception: When an inspection train is made up of passenger type equipment, exclusive of caboose, the officer in charge of the inspection trip may authorize higher maximum speeds than those prescribed by Timetable, General Order or Train Order, but not to exceed the maximum speed for the engine.

(M) Cars marked REAR END ONLY will be placed within five cars of rear of train, exclusive of caboose. Cars marked, "Handle Next Ahead of Caboose" will be placed directly ahead of the caboose. Cars marked, "Handle Behind the Caboose" will be placed behind the caboose and must be equipped with the proper marker.

This does not supersede the proper placement of "Placarded Cars."

**(N) Caboose**

Caboose will not be permitted to be handled in the body of trains. They will be handled only on the rear of trains or on the head end of trains immediately behind locomotive consist, except when business cars are being handled on rear of trains, cabooses may be handled immediately ahead of same.

Handling cabooses next to the engine or in a cut of cars while flat switching is prohibited. In making up trains, cabooses are not to be put in the track first and other cars kicked against the caboose.

**ENGINE RESTRICTIONS AND INSTRUCTIONS**

**(A) Unless otherwise provided:**

GP-30 units 802-823 Inc. must not be operated on trackage approved for cars having gross weight of less than 232,000 lbs. or less than 15 feet 11 inches ATR at 10 feet wide.

GP-35 units 824-866 inc. and ALCO units 4255-4258 inc. must not be operated on trackage approved for cars having gross weight of less than 232,000 lbs. or less than 15 feet 3 inches ATR at 10 feet wide.

SD-40 units 867-895 inc. and 921-929 inc., SD-45 units 901-920 inc., 937-977 inc. and 6500-6562 Inc., SD-38-2 units 6650-6659 inc., GP-38-2 units 4600-4634 inc., SD-40-2 units 6801-6935 inc., GP-50 units 5050-5099 inc., GP-40 units 5500-5537 inc., must not be operated on trackage approved for cars having a gross weight of less than 263,000 lbs. or less than 15 feet 10 inches ATR at 10 feet wide.

ALCO units, type C-628, No's. 6701-6730 inc., must not be operated on trackage approved for cars having a gross weight of less than 315,000 lbs. or less than 16 feet 6 inches ATR at 10 feet wide.

\*Exception—these units may be operated on trackage approved for cars having a gross weight of not less than 263,000 lbs. where specifically authorized by general order or special instructions.

**Note:** Unless otherwise provided all CNW units not listed above may operate over all trackage.

**(B) Engine Consist**

1. An engine consist will not exceed eight units.
2. An engine consist with three or more units without alignment control couplers will not exceed 5 units.
3. Units without alignment control couplers will be placed in lead, except one locomotive without alignment control may be placed in multiple behind other locomotives, providing there are not other non alignment control locomotives in consists.

**Note:** Units which do not have alignment control are:

EMD — GP7, GP9 and SD9

When the above units are modified to have alignment control, a placard will be placed on the left side of the unit.

**(C) Handling Engines**

1. Trains handling engines with plain bearings (friction bearings) in tow must not exceed 35 MPH.
2. Units handled idling or dead in tow, not a part of the engine consist, must be placed in the train as follows:
  - (a) One unit of any type may be handled immediately behind the engine handling train, however, in no case can the total number of units, including engine consist, exceed five units when there are three or more units without alignment control couplers. When more than one unit without alignment control couplers is handled idling or dead in tow, units must be separated by not less than five cars other than flat cars and not more than thirty cars from the engine.
  - (b) A block of several units with alignment control couplers may be handled immediately behind the engine handling train, however, in no case can the total number of units, including the engine consist, exceed eight units.

**(D) Back Up Movements**

1. When shoving cars or backing train, extreme care must be taken. Throttle should be advanced only to minimum position required to start and move train. Assurance that brakes are released prior to attempting to start movement is imperative. The tractive effort on the initial start creates the greatest potential for Jackknifing due to the high buff forces on the head end of the train. Engineers are required to consider following items prior to starting back up movement: position of slack, number of units, total horsepower of engine consist, track condition, curves, grades and train makeup.
2. The total buff force applied by engine consists must be reduced by using no more than three units without alignment control to make back up movement. Whenever making a back up movement, a unit without alignment control handled idling or dead in tow will be counted as a working unit when coupled to a unit without alignment control in the engine consist. When required to isolate units without alignment control, units isolated will be the lead unit or units.

**(E) Light Engine movements or movements with caboose only must not exceed 45 MPH.**

**(F) Engine Speed Restrictions (Based on Gear Ratio) In MPH:**

Maximum .....	70 MPH
Exceptions:	
1. Engines with plain bearings (Friction bearings) .....	35 MPH
2. GP-50 units (5050-5099) (When authorized for special movement) ..	80 MPH
3. Passenger Type Engines (When authorized for special movement)	
F-7 and F-40-PH .....	95 MPH
E-8 .....	115 MPH

**(G) Helper Service**

The following rules will apply when helper service is required in either in train (helper engine placed between caboose and train) or on rear end (helper engine behind caboose):

1. Except when authorized, helper service movements will not be made without radio communications established between control engineer and helper engineer. When authorized, helper service movements can be made without radio communications providing an understanding between control engineer and helper engineer on how the movement will be made, is established.
2. Except when authorized, helper engine will be placed between caboose and train. When authorized to place helper engine behind caboose, rear end crew will ride in the helper engine.
3. Engine only will be used when required to perform helper service. If train of

helper engine is left on main track, Rule 102(B) and Timetable Rule 102(C) (New) must be complied with and Rule 99 if required.

4. After helper engine is coupled to train, two stretch tests of the couplers will be made. Prior to cutting the air in, the train line regulating valve (feed valve) will be reduced to at least 10 p.s.i. below train line setting. Brake pipe will be cutout by placing brake pipe cutout cock in cut-out position. On brake equipment permitting, independent brake will be left out in so that helper engineer can prevent damage to engine wheels when train brakes are set. With 26-L equipment, the automatic brake valve handle must be left in handle off position.
5. After train brake system is charged, control engineer will make a 20-pound brake pipe reduction to determine that brakes on helper engine and caboose apply and release. The helper engineer will be responsible for checking gauges on engine to determine that reduction was made and that brake pipe pressure is restored upon completion of test.
6. Maximum number of engines allowed in a helper consist is five with only two engines on the line. There cannot be any dead or idling engines between working engines and train.
7. The control engineer determines what assistance is required from helper engineer and is in charge of the movement. Control engineer is the lead engineer in direction of movement.
8. Caution must be exercised by helper engineer on how the throttle is controlled. Minimum throttle settings must be used to accelerate train and lead engine must be in higher throttle setting at all times, except when in throttle position eight. The same caution applies when decreasing throttle as helper engineer should be the first to reduce.

**(H) Shutting Down Locomotives**

1. Locomotive left idling, for over one hour at locations where mechanical forces are on duty, will be shut down when outside temperature is above 35°.
2. Locomotives in consists exceeding horsepower to tonnage ratings will be shut down when outside temperature is above 35°.
3. At locations where no mechanical forces are on duty, and outside temperature at time of tie up is 40° or more, locomotive will be shut down, unless weather forecasts indicate temperature will drop below freezing.

**(I) Start-Up of Locomotives**

1. Locomotives shut down less than six hours can be restarted without opening test cocks.
2. Locomotives shut down more than six hours and less than seventy-two hours must have test cocks opened and locomotive "bumped" over to check for presence of water. If no water is observed coming out of test cocks, close test cocks and start engine. If locomotive does not turn over freely or if any sign of water is seen at test cocks, **DO NOT** make further attempts to start locomotive and contact Mechanical Department.
3. Locomotives shut down more than seventy-two hours must have crankshaft pre-lubed, test cocks opened and locomotive barred over by hand prior to starting.
4. Locomotives equipped with Purge Control feature need not comply with Item 2 above. Locomotives equipped with this feature can be identified by a tag on Locomotive Series 5050-5099, 5500-5537, and 6801-6935.

**Caution:** When necessary to open or close test cocks, test cock wrench must be used. NEVER use pipe wrench or other tools not designed for this purpose. Test cocks need only be hand tightened.

In Item 2, where referred to "bumped", this requires holding start button in for one second intervals for three times until engine makes at least one revolution.

**(J) Dynamic Brake Instructions**

1. Locomotive consist are restricted to a maximum of 24 axles used in dynamic braking.
  - (a) Under most circumstances it has been found that concentrated buff forces with a train should not exceed 250,000 lbs. to avoid damage to cars and the occurrence of high lateral forces which can cause derailments.
  - (b) Modern high horsepower locomotives can develop up to 10,000 lbs. of retarding force per traction motor at maximum amperage therefore, a 24 axle limitation gives a maximum of 240,000 lbs. of force which is in safe limits.
2. When operating through turnouts, crossovers and curves exceeding 4 degrees, dynamic brake amperes must not exceed a maximum of 350 amps until one-half the train has negotiated turnout, sidings, crossover or curve.
  - (a) This is particularly important when the dynamic brake is being used entirely for controlling the speed of the train. Under these conditions a harsh bunching of slack or run-in combined with the curvature can cause high forces and possibly cause a derailment.
3. When operating in territory where grade changes from descending to ascending, dynamic brake must be reduced proportionately to degree of change. When curves over 2 degrees are located at points where grades change, dynamic brake must not exceed 350 amps.
  - (a) Under these conditions the gravity forces change when grade changes which increase forces in the train to a point where derailments can occur.

**(K) Undesired Releases**

There have been reported undesired releases of freight train brakes after a service application utilizing 28 brake equipment. In order to prevent future occurrences the following will govern:

When operating with the cut off valve in "FRT" or "IN" position, and a brake application is in effect, the brake valve handle must never be moved to the left towards release position until it is desired to release the brakes.

**CONSOLIDATED CODE OF OPERATING RULES  
EDITION OF 1980  
(Revisions, Additions and Deletions)**

**Suburban Division**

Employs operating on this division see additional Rules and Instructions on pages 6 and 7 of this timetable.

**Definition:**

**Inoperative Approach Signal**—A fixed signal, not actuated by train or engine, continuously displaying an approach aspect.

**Maximum Speed**—The highest speed authorized on a subdivision for the operation of trains and engines on main track except as otherwise restricted by special instructions.

**Spur Track**—A segment of track other than main track, designated by timetable or general order, upon which movements not authorized by timetable, or by train order, may be made, subject to the prescribed signals, rules, special instructions and speed restrictions.

**Positive Block**—Where only one train is allowed in a block. Note: The term "Absolute Block" as used in Rule 99 means the same as the term "Positive Block".

**Positive Block in Advance of Movement**—When a train is verbally authorized to operate under positive block in advance of movement the following will govern:

- Such movements may be verbally authorized by the train dispatcher either directly or through an operator to crew of train involved, either by radio or train dispatcher's telephone as follows:  
"C&NW Extra \_\_\_\_\_ may operate under positive block in advance of movement on the \_\_\_\_\_ track \_\_\_\_\_ to \_\_\_\_\_."
- Instructions must be repeated to the train dispatcher or operator exactly as received.
- All crew members must be aware of these instructions when practicable. If for any reason the conductor is unable to receive the instructions, the train dispatcher will be notified as to the reason why.
- Train must not proceed until the instructions are repeated and the repeat acknowledged as correct.
- No train or engine may occupy the track upon which the movement is to be made at any point within the block to and including the last named station in advance of a train or engine moving under positive block in advance of movement protection.
- When a train is operated under "Positive Block in Advance of Movement," it must not pass the point where time applies at the last named station.
- Rule 93 (Revised) applies in yard limits when operating under Positive Block in Advance of Movement Protection.

**Note**—Two or more tracks

When trains are instructed not to pass a specific location, they must not pass or foul the crossovers where an opposing train would head across without authority of the train dispatcher, either directly or through an operator.

**Rule G (Addition)**

Except as otherwise provided below, employees are prohibited from reporting for duty or being on duty or on company property while under the influence of, or having in their possession while on duty or on company property, (1) any drug the possession of which is prohibited by law; (2) any drug belonging to the generic categories of narcotics, depressants, stimulants, tranquilizers, hallucinogens, or anti-depressants; (3) any drug assigned a registration number by the Federal Bureau of Narcotics and Dangerous Drugs not included in category (2); or (4) any liquid containing alcohol.

It is permissible for an employee to take and use a drug or medication coming within categories (1), (2), (3) and (4) above as medication for treatment of chronic health problems or temporary illness provided that when medication is prescribed by a licensed medical doctor the employee obtains from the doctor a written statement (which, upon request, will be submitted by the employee to his supervisor) certifying that in the doctor's opinion the medication prescribed does not adversely affect the employee's ability to safely perform his duties with the company.

**Rule M (Addition)**

On the road, at stations, in yards and on industrial tracks, there are buildings, structures, station platform canopies or fences which are located between tracks, bridge girders and other obstructions which, owing to local conditions or requirements, do not give clearance to men on side of cars or engines. Employees must familiarize themselves with these conditions in the districts in which they are employed and where they exist must not extend any part of their bodies out from engines or cars, or attempt to alight therefrom.

Employees must not position themselves between a loading dock or other close clearances and moving equipment. When spotting cars at such locations you must position yourself on the side opposite the close clearance or on the dock itself.

Employees in cabooses must be and remain seated at all times except when performing other necessary duties. In cabooses equipped with safety seat belts, employees must be seated in seats so equipped and safety seat belts must be securely fastened at all times. When necessary to be out of the seat, the overhead hand hold must be used and extreme caution exercised.

On cabooses equipped with screen windows, employees must keep the screen closed except when necessary to open to perform their duties.

**Rule 2**

The following watches conform to the requirements of this railroad:

**POCKET WATCHES**

Elgin	16 size	B.W. Raymond	21 Jewels
Hamilton	16 size	Model 950	23 Jewels
Hamilton	16 size	Model 992	21 Jewels
Hamilton	16 size	Model 992B	21 Jewels
Bulova	12 size	Model 92A14	Quartz

**WRIST WATCHES**

Seiko—HA-163 M—Quartz, railroad model	Bali—trainmaster
Seiko—HA-164 M—Quartz, railroad model	Elgin—B.W. Raymond, stem wind railroad model
Seiko—FJ-055 M—Quartz, railroad model	Bulova—Accutron railroad model
Seiko—FJ-056 M—Quartz, railroad model	Bulova—Accutron "21B" railroad model
Seiko—UX-015 M—Ladies Quartz	Bulova—Accutron "218" Astronaut Mark IV
Seiko—FY-625 M—Quartz, railroad model	Bulova—Accutron Quartz, railroad models, Series 242 men and 247 ladies
Seiko—FY-626—Quartz, railroad model	Citizen Quartz—45-5172-12—railroad model
Seiko—FY-626 M—Quartz, railroad model	Citizen Quartz—45-5181-12—railroad model
	Pulsar—JG-038—Quartz—railroad approved
	Pulsar—JG-041—Quartz—railroad approved
	Pulsar—NR-031—Quartz—railroad approved
	Pulsar—NR-032—Quartz—railroad approved
	Pulsar—UD-027—Quartz—railroad approved—Ladies

**Rules 6 and 6(A) (Revised)**

The letters, symbols and abbreviations used in this timetable are shown on the inside of the front cover.

**Rule 8(k)**

Conductors or trainmen giving lantern signals as prescribed by Rules 8(a) through 8(g) to direct the movement of wrecking equipment at the scene of an accident will use a yellow light when giving signals to the engineer. Yellow lantern bulbs will be supplied by and returned to the wrecker foreman.

**Rule 15 (Addition)**

The whistle must be sounded regardless of any whistling ordinance when there is doubt or uncertainty whether or not the whistle should be used.

Regardless of any ordinance prohibiting sounding of whistle, trains and engines shall sound whistle in emergencies to save life or property, and:

- when a situation of danger arises which may be lessened or eliminated by sounding of the whistle,
- when persons are seen crossing the tracks, or walking on the track of your train or engine or on adjacent track(s),
- when view is restricted by weather, curvature of track or any other unusual condition.
- when a train or engine is meeting or passing a train stopping, standing, or starting from a station platform and when meeting or passing a train or engine in the vicinity of a grade crossing, whistle will be sounded until the other train or engine has been completely passed—this paragraph is not applicable at Suburban stations listed in Rule D-107, paragraph (j),
- when necessary for train communication, and
- when required by other operating rules or special instructions.

**Rule 18 (Revised)**

Yard engines must display the headlight to the front and rear by day and by night.

The headlight must be dimmed to permit passing of signals or when the safety of employees or others requires. The headlight on the end that is coupled to cars may be dimmed or extinguished while so coupled.

At night, if headlight fails, a white light must be used in its place.

**Rule 19 (Application of)**

The red flashing light is the designated marker.

**Rule 19(A) (Application of)**

A red flag will be displayed by day. A light will be displayed by night which may be a lantern.

**Rule 19(B) (Application of)**

The red flashing light will be displayed day and night as required to identify the rear of the train. Once the train is yarded at the final terminal or loses its authority as a train the light will be extinguished unless the main track is not clear, then be governed by the train dispatcher's instructions.

**Rule S-71 (Addition)**

Superiority as between opposing trains of the same class and authorized exceptions to this rule are indicated at the top of the station column of subdivisions on which scheduled trains are operated.

**Rules S-83 and D-83 (Application and interpretation)**

The word "ascertained" is particularly important, and below are listed various means by which a train may ascertain whether a superior train due, affecting its movement, has arrived or left:

- By checking the train register when restricted for a regular train or when authorized by train order to use train register to check against an extra train ... (See Form W, examples 4, 5 and 6, page 94 of Consolidated Code of Operating Rules).
- By receipt of a train order stating that the superior train has arrived or left (See examples of Form V train order, page 93).
- By visual observation of the superior train by the crew of the restricted train. It must be ascertained that the train has arrived ... not just a portion of it.
- By communication between crew members of the superior train and the restricted train. Such communication may be person-to-person or by phone or radio.
- By communication between a crew member of the restricted train and the train dispatcher, either directly or through an operator. Information furnished by the train dispatcher must be immediately recorded in the train order book.

The above procedures for ascertaining the arrival of a superior train are also applicable when a train has been restricted by train order for an opposing train (See S-C, examples 1, 2, 3 and 4, pages 80 and 81, and Form G, example 5, page 85).

Whatever the means used, it must be ascertained that the superior train has arrived or left. When verbal communication is used to ascertain, the information conveyed must in every instance be repeated to positively insure a correct understanding.

**Rule 83(B) (Addition)**

Rule 83(B) does not apply at initial subdivision station when same is not a train order office or the office is closed.

**Rule S-87(A)**

When a train is required by rule or train order to take siding for an opposing or following train at that station, and it is desired to advance them on the main track to proceed beyond that station, the train dispatcher may instruct train verbally through the operator by the use of radio communication to:

"Proceed on main track to train order office at Reduced Speed, then be governed by train orders received."

Engineer after repeating instructions to operator will notify his conductor on caboose by radio if so equipped, will sound engine whistle signal 15(b) and proceed as instructed.

The train dispatcher will issue these instructions only when it is safe to do so and only after train order for train being restricted has been completed, and train order for train being advanced has been completed.

A record of these verbal instructions, showing to whom issued, train designation, times repeated and operator's name shall be made in the train order book.

**Rule 93 (Revised)**

Yard limits will be indicated by yard limit signs. Stations where yard limits are in effect will be designated by timetable, train order, bulletin, general order or special instructions.

The main track(s) within yard limits may be used clearing the time of first class trains when due to leave the last station where time is shown. In Non-ABS territory, in case of failure to clear the time of first class trains, protection must be provided as prescribed by Rule 99. Protection against second and third class trains, extra trains and engines is not required.

All trains and engines except first class trains, must move within yard limits at reduced speed prepared to stop within one-half the range of vision but not exceeding 20 MPH, unless main track is known to be clear by block signal indication. When moving against the current of traffic, or against the normal current of traffic on a portion of double or three or more tracks used as a temporary single track within yard limits, all trains including first class trains must move at reduced speed prepared to stop within one-half the range of vision but not exceeding 20 MPH.

Movements against the current of traffic within yard limits must not be made unless authorized by train order or protected by yardmaster or other authorized employee.

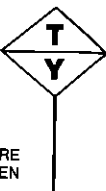
In yard limits in ABS territory, information on delayed first class trains may be issued by the train dispatcher either verbally or by message to yardmaster or member of a crew.

**Rule 93 - Temporary Yard Limits**

"Temporary Yard Limits" may be established by Form "TY" train order between the points named, during the times and on the date(s) specified.

These "Temporary Yard Limits" will be marked by "Temporary Yard Limit" signs that are:

- Two feet square, mounted on post, 6 feet above the top of the ties.
- Sign will have a yellow reflective background, with letters T & Y in non-reflective black. The "T" will be on the top half and the "Y" will be on the bottom half separated by a horizontal black bar. This sign will be set with near edge 10 feet from and at right angles to near rail of track on engineers side with face of sign facing train approaching station.

**Examples of Form "TY" train order:**

"BETWEEN 801 AM and 1201 PM JAN 15 TEMPORARY YARD LIMITS ARE ESTABLISHED BETWEEN MP 10.6 and MP 13.6 LOCATED BETWEEN PODUNK AND PODUNK JCT"

Trains or engines will be governed by Rule 93 (Revised) between the points named, during the times and on the dates specified.

Form "TY" train orders, unless annulled, must be retained and observed during a continuous trip or tour of duty.

**Rule D-97**

Unless otherwise provided, extra trains except work extras will be operated without Form G train orders. Work extras must be authorized by Form H train orders. In CTC territory Rule 271 applies.

**Rule 99 (Application of)**

In the application of Rule 99 when a flagman is recalled before he has reached the prescribed distance, he will return, if safety to his train permits, leaving one lighted fusee. He must also place two torpedoes when conditions require before returning. While returning to his train, he must place additional lighted fusees when required by the rule.

**Rule 99(D)**

EFFECTIVE ONLY ON SUBDIVISIONS WHERE AUTHORIZED BY FOOTNOTE ON SUBDIVISION PAGE OR BY GENERAL ORDER

Trains will not protect against following extra trains unless instructed to do so by train order, except, protection must be provided to the rear, when required, within the limits of a work extra.

Train dispatcher must not authorize an additional extra train until trains affected have been instructed by train order to protect to rear as prescribed by Rule 99.

A train must not permit a following train to pass without train order authority, except trains may pass or be passed by work extras without such authority.

When work extras are authorized on a subdivision, all trains authorized on that subdivision must be furnished copy of work orders.

When trackage is designated as being within yard limits, Rule 93 (Revised) will govern.

If it becomes necessary to operate a following train when there is still a train in the territory, the train ahead must be instructed to protect against the following train by the following form of train order addressed to both trains. "EXTRA 1709 WEST PROTECT AGAINST EXTRA 1707 WEST BETWEEN \_\_\_\_\_ AND \_\_\_\_\_ AFTER 1015 AM". If it is not practicable to contact the train ahead, the following train must be given a train order in the following form: "EXTRA 1707 WEST PROTECT AGAINST EXTRA 1709 WEST OCCUPYING MAIN TRACK BETWEEN \_\_\_\_\_ AND \_\_\_\_\_ WITHOUT FLAG PROTECTION".

**Rule 99 and Rule 515 - ABS and ATC Territory**

In the application of the provisions of Rule 99 and Rule 515, when a train or engine stops in a territory where an ATC or ABS system is in effect (except CTC where CTC rules apply), and because certain operating conditions require a reverse move to be made, such reverse move must be first protected as prescribed by Rule 99. Full flag protection must be provided in advance of the movement unless authority by the Train Dispatcher is obtained.

This authority for a reverse movement by Train Dispatcher may be authorized only when it is known there is no conflicting movement, and all trains and engines within the territory have been advised to protect against such movement. All of these movements must be made at restricted speed.

**Rule 101 (C) (Revised)**

Unless otherwise authorized, diesel engines must not be moved through water more than 3 inches above top of lower rail. Diesel engines operating through water must not exceed 5 MPH.

**Rule 102 (Addition)**

When a drawbar fails and is extracted from the car, the train must not be moved until the drawbar is found and removed from between the rails or, if it is not found, it is ascertained that it is safe for the train to proceed.

**Rule 102 (Exception TOFC/COFC Trains)**

When TOFC/COFC trains are stopped by emergency applications of air brakes and it has been determined that emergency application was caused by a "dynamiter", the train may proceed not exceeding 10 MPH until train has moved its length from point stop was made. In such cases, crew members must observe their train and track closely to determine that it is safe to proceed at normal speed.

**Rule 102(C)**

When the return movement is more than one mile, torpedoes must be placed a sufficient distance in advance of the detached portion of the train regardless of restriction to view or visibility and, in addition, when the return movement is made with the engine only, it must be controlled from the leading unit of the engine consist (in the direction of movement) when practicable.

**Rule 103(E)**

Rule 103(E) does not apply to passenger trains.

**Rule 103(E) (Addition)**

Empty cars or cabooses must not be used to break flange way through heavy snow or snow packed crossings. Whenever these conditions exist the engine or a heavily loaded car must be used to break through.

**Rule 103(F)**

Crossing warning device controls are actuated by trains, engines or cars occupying the track for a pre-determined distance each side of the crossing.

A through movement will cause the devices to operate until the rear of the movement has passed over the crossing. If the movement reduces speed, stops or leaves cars in the circuits and performs switching, such movement must thereafter proceed at slow speed and will not foul crossing until automatic devices are operating a sufficient time to protect the crossing or the movement is protected by a member of the crew.

Where "CROSSING RESTART" signs are provided, train and engine movements must stop with leading wheels clear of the restart sign which pertains to the direction of movement or the device will be reactivated.

Train or engine with or without cars moving on sidings, house tracks, or auxiliary tracks over public crossing with automatic devices will not obstruct crossing until warning device is operating a sufficient time to protect the crossing or the movement is protected by a member of the crew.

Under no circumstances will any portion of a car be spotted, or set out, between the crossing and insulated rail joint nearest the crossing on that track.

Some crossings are provided with manual control push buttons which are contained in RED boxes mounted at or in the vicinity of the crossing on instrument cases, posts, etc. In two or more track territory the boxes are marked to correspond to the track which they control.

When train or engine movement has actuated the device and conditions require and warrant releasing highway traffic, the RED push button (for track involved) marked "RAISE" may be used to stop the devices from operating. Whenever the RED "RAISE" button has been used, a crew member must remain at the control box if crossing may be fouled by another movement until the BLACK push button marked "CANCEL" is pushed and box closed and locked.

**Rule 104(A) (Addition)**

When a train or cars have been standing unattended over a switch not protected by a switch lock, before the train or cars are moved against the facing points of the switch inspection must be made to ascertain that the switch is properly lined for the route being used.

**Rule 104(G) (Addition)**

Unless specifically authorized, engines must not be operated over live rails of scale tracks.

**Rule 104(H) (Revised)**

Spring switches are identified by special targets, lights or both. A train or engine, stopping on a spring switch while trailing through and actuating the switch points, must not make a reverse movement until the switch has been operated by hand and it is known that switch points are in proper position for safe movement.

When a spring switch indicator displays a red aspect, train or engine must stop short of the spring switch and crew member must test the switch. When a signal governing movement over a spring switch requires a train or engine to stop or proceed at restricted speed, or when a spring switch is not protected by a signal or an indicator, a train or engine making a facing point movement must stop and crew member must test the switch. When a train is to enter a siding and the spring switch has been lined for the siding, or crew has been advised by a train order that spring switch has been spiked, stop and test of switch is not required.

When required to test a spring switch, the switch must be lined over and back by hand and the points examined to insure proper fit for route to be used and locked or secured, after which movement may be made.

When a train or engine is stopped by a signal governing a trailing point movement through a spring switch (activating the spring mechanism) and no conflicting movement is evident, the switch must be operated by hand for the route and must not be lined and locked in normal position until after movement has been completed.

In ABS Territory Rule 513 must be complied with.

**Rule 104(J)**

Except at interlockings, red posts will identify the location of derails not equipped with derail operating stands which have targets and/or lamps. Where there is no derail on tracks leading to main track, yellow post will identify the location of fouling point.

**Rule 104(K)**

A train, engine or cars on siding or other track must stand clear of the fouling point. When a train or engine enters a siding or other track, the main track switch must be kept open until the entire train has passed the fouling point.

**Rule D-107**

On the Kenosha and Harvard Subdivisions of the Wisconsin Division and the Geneva Subdivision of the Illinois Division, the following will govern:

- When two passenger trains are nearing a station from the same or opposite direction at the same time and only one of them is scheduled to stop, the train to stop must let the other train clear the station platform before it (the train to stop) reaches the platform.
- When two passenger trains are nearing a station from the same or opposite direction at the same time and both are scheduled to stop both trains may enter simultaneously. When trains do enter a station simultaneously, the engineers must have an understanding that they are entering together and enter at reduced speed with caution ringing the bell and when necessary sounding horn. When passenger trains cannot enter together the less important train must allow the more important train to enter first. As between trains in opposite directions stopping at the same station, eastward trains have preference from midnight until noon, and westward trains have preference from noon until midnight.
- Passenger trains must not enter a station at which another passenger train in the same or opposite direction is standing or stopping to receive or discharge passengers until first bringing train to a stop, after which they may proceed at reduced speed and with caution to or through the station platform limits, ringing bell and sounding horn.
- When a train is "lying back" to permit a train in the opposite direction to enter or pass a station first, the engineer will blink the headlight twice as an indication to the other train that his train is "lying back". When a train is "lying back" to permit another train in the same or opposite direction to pass the station first, the engineer of the train "lying back" will, when practicable, communicate by radio with other train(s) involved.
- Freight trains must make every effort, consistent with safety and efficient train handling, to avoid passing a station at which a passenger train in the same or opposite direction has stopped to receive or discharge passengers until the passenger train has cleared the platform. If this cannot be avoided, the whistle or horn must be sounded continuously (regardless of city ordinance) as a warning until front of the freight train has passed through the platform area.
- When a freight train is authorized to operate within the Chicago Suburban District during the morning or evening rush hour periods (specific hours of restriction are listed in general orders), they will operate at the maximum authorized speed and in accordance with Rule D-107, approaching and passing through stations where a passenger train is stopped to pick up or discharge passengers. Exception: Freight trains will not be curtailed on track 2 between HM and NI, nor in CTC territory between NI and Geneva, but will operate as directed by the train dispatcher—clearing Suburban rush hour trains at all crossovers or diverging points. Westward freight trains will operate at Reduced Speed not to exceed 30 MPH from 4:45 PM until 6:30 PM daily except Saturdays, Sundays and Holidays.
- When a freight train operating within the Chicago Suburban District is disabled or stopped suddenly by an emergency application of air brakes or other causes and is blocking access to or egress from station platforms thereby preventing passengers from boarding trains or from leaving station platforms after detrainment, in addition to complying with other applicable rules and instructions, then must ascertain by an on the ground observation by a crew member at such station platforms that no passengers are going under or through cars of their train before any movement is made. When it is known that train cannot proceed, train should be "cut" if it can be done safely to allow movement of passengers to and from platforms.
- A street or road crossing adjoining or immediately adjacent to the station platform will be considered a part of the platform.
- The term "passenger train" includes empty passenger equipment trains.
- The provisions of paragraphs (a) through (f) above do not apply at Kedzie, Oak Park, Ciybourn, Jefferson Park, Evanston, Central Street, Indian Hill, Winnetka, Hubbard Woods, Great Lakes and Kenosha.

**Rule 109 (Addition)**

General Orders supersede any special instructions or rules (except train orders) with which they conflict.



General Orders and Special Orders will be numbered consecutively on each division beginning with number one January 1 each year and will continue in effect to and including December 31, unless cancelled.

General Orders, Special Orders, bulletins, notices, circulars and other items of information posted on bulletin boards must not be removed, altered, defaced or modified in any manner by unauthorized persons. Bulletin boards must not be used to post unofficial notices except with approval of proper authority.

#### Rule D-151 (Revised)

Unless otherwise provided, in double track territory trains must keep to the left.

Unless otherwise provided, in two or more main track territory where tracks are numbered, beginning with the south track which is No. 1, the tracks are numbered consecutively to the north.

#### Rule 207(A)

Train orders when copied on typewriter must be immediately removed therefrom and placed in clip-boards. Train orders must be kept unconcealed at all times and each one kept in a clip-board.

#### Rule 207(B)

The use of preprinted "Form Y (Revised)", train order blanks is authorized.

*Instructions for Train Dispatchers and Operators.*

When rubber stamps and printed train order forms are used for train orders, train dispatchers, after recording form in train order book with stamp, is required to write and transmit only the order number, addresses and information necessary to complete order.

Operators using printed form train orders will repeat the entire train order, including the preprinted parts.

#### Rule 211(A)

When train orders are mimeographed, they should be reproduced on yellow paper when practicable.

#### Rule 213(A)

Handing up train orders and messages to moving trains and engines by hand only is prohibited. Train order delivery forks must be used for this purpose. When a train order is to be handed up to a moving train or engine it must be done, when practicable, from the platform side and not from between tracks.

#### Rule 216 (Revised)

Under the following conditions, a train order restricting the authority of a train must not be repeated until operator has obtained signature of conductor or engineer on the order. Train order must not be signed until both conductor and engineer understand their train will be restricted:

- When the engine of the train being restricted has passed the train order signal displaying a proceed indication;
- When the train being restricted has received a clearance at that station; and
- When a work extra is to be restricted after having received its work order.

#### Rule 217 (Revised)

A train order to be delivered to a train at a point not a train order office, or at which the office is closed, must be addressed to "C&E \_\_\_\_\_ (at) (between) \_\_\_\_\_", and forwarded and delivered with clearance by the person in whose care it is addressed, and who is responsible for its delivery.

When delivery is to be made by conductor or engineer of another train, the numbers of such orders must be shown in the usual manner on clearance of the train making the delivery and both conductor and engineer supplied with copies. If necessary, train must be stopped to effect delivery.

When orders are sent in the manner herein provided, to a train which is thereby restricted for another train, the operator will be directed to make an extra copy of the order which he will deliver to the person who is to make delivery of the order. On this copy, the person delivering the order must secure the signature of the conductor or engineer addressed. Train order must not be signed until both conductor and engineer understand their train will be restricted. The signed copy must be delivered to the first operator accessible, who must at once transmit the signature of the conductor or engineer to the train dispatcher and preserve the copy. "Complete" must not be given to the order for a train being advanced until the train dispatcher has received the signature of the conductor or engineer of the train being restricted.

#### Rule 218 (Revised)

To relay a train order, the train dispatcher must transmit it to the employee at the relaying office, who must then transmit it to destination. The employee receiving it at destination must, after obtaining signature of conductor or engineer when required, (train order must not be signed until both conductor and engineer understand their train will be restricted), repeat it to the relaying office, where each word and figure must be underscored as it is repeated. It must then be repeated to the train dispatcher and if correct, "Complete" will be given by the train dispatcher and relayed to destination.

#### Rule 219 (Addition)

When error has been made in the date or address of a clearance and it is not necessary to change the train orders, the clearance may be corrected verbally on authority of train dispatcher in words "Clearance to C&E (train) at (station) OK'd at (time) dated (date) should read (correct address or date) instead of (incorrect address or date)." These words must be repeated by the conductor or engineer of train holding clearance and notation of correction and time it was made written on margin of clearance without otherwise altering the clearance. The conductor and engineer must inform other crew members of the correction made.

Record of correction must be made by train dispatcher in the train order book.

#### Rule 220(B) (Revised)

When a train has received a clearance at a station and it becomes necessary to issue a train order to such train at that station restricting its movement, in addition to obtaining the signature of the conductor or engineer to the train order as required by Rule 216, all previous clearances received by that train at that station must be taken up and destroyed and the train dispatcher so advised. A new clearance must be issued.

When a train has received a clearance at a station and it is desired to issue a train order to such train which does not restrict its movement, additional clearance may be issued without taking up previous clearance.

When more than one clearance is issued to a train at a station, the last clearance must show the numbers of all train orders the train receives at that station.

#### Rule 221(A)

In ABS and ATC territory, unless otherwise provided, at interlockings that do not have a train order signal, a red disc or red flag by day or red light by night, so placed at the interlocking that it can be seen from an approaching train will be used in lieu of a train order signal. When the red disc, red flag or red light is displayed, trains and engines must stop for train orders, unless Clearance is received. When delivering train orders and clearances, in this manner, a Restricting indication as prescribed by Rule 240 N, will be used to advance train or engine to the point of delivery when possible.

#### Rules 222(D) and 222(E) (Addition)

Color light train order signals must be lighted continuously, day and night, when train order office is open or closed. Semaphore type train order signals must be lighted at night or when visibility is restricted by weather conditions when train order office is open. Semaphore type train order signals will not be lighted when train order office is closed.

#### Rule 226

Upon the arrival of a train at a closed telephone station where a train is to be met or passed, if it is not in sight, the conductor must immediately communicate with the train dispatcher and report arrival of his train, giving his name, designation of train or engine, and name of station or siding.

#### Form H Work Extras:

When work extras are required to provide flag protection against other trains, within yard limits Rule 93 (Revised) applies.

#### Rule 250

After train or engine has passed an approach signal (Rule 240 D) or a diverging approach signal (Rule 240 L), the indication of the next signal in advance may be complied with when the aspect can be clearly seen and it is known such aspect governs the track on which the movement is being made or is to be made.

#### Rule 271(A) (Revised)

Track and time limits per Rule 271 will be issued to Maintenance of Way employees when necessary to move track car or non-track equipment or perform work on main track or controlled siding.

When Maintenance of Way employees are granted track and time limits in the same or overlapping limits with a train or engine, control operator must inform those granted track and time limits (in the same or overlapping limits) of the fact, and trains or engines must move prepared to stop short of unprotected equipment.

#### Rules 280 to 282(A)

##### HAND OPERATED SWITCHES EQUIPPED WITH ELECTRIC SWITCH LOCKS

Hand operated main track switches in CTC territory, unless otherwise provided, are equipped with electric locks. Such switches must not be unlocked nor padlocks removed except on instructions from the control operator and these instructions must be repeated to insure correct understanding. When movement is not made immediately after receiving instructions, permission must again be obtained before unlocking the switch or making the movement. The padlock must not be inserted in electric lock until use of the switch is completed unless necessary to lock the switch for another movement on the main track.

When a train or engine is occupying the main track and it is desired to operate a switch equipped with electric switch lock for movement from main track to siding or crossover to an adjacent main track the leading truck of engine or car must be less than 75 ft. from switch.

#### Rule 512(A)

A switch must not be opened to a main track when the semaphore arm is horizontal or the disc is visible in the indicator at the switch, except under flag protection. Flag protection must be provided when moving to the main track at a switch not equipped with an indicator or signal governing movement to the main track.

#### Rule 605(B)

In Automatic Block Signal System (ABS) territory, interlocking absolute signals are also used as automatic block signals and govern the block beyond interlocking limits, ABS rules govern in addition to interlocking rules (in CTC territory CTC rules apply).

#### Rule 605(C)

When blocking the crossing cannot be avoided, engine, cars or train must not be left between the absolute signals of an interlocking unless at least one unit or one car of the movement extends beyond one of the absolute signals.

At manually controlled interlockings, before clearing the route or a conflicting movement, the control operator must assure himself that the last movement has been completed through the interlocking or through that portion of the interlocking affected.

#### Rule 606 (Addition)

When a train or engine has stopped for a signal displaying a Stop indication at a manually controlled interlocking, and the control operator gives a proceed signal with a yellow flag or yellow light after examining the route to be used and ascertaining it is safe for the movement, it is not necessary for a member of the crew to communicate with the control operator if the crew member is positive that the signal given is for his train or engine.

#### Rule 650(A)

Engineering Dept. Location of Radio installations, both Base and Wayside, assigned hours of attendance, and assigned radio channels in use are shown in division general order.

Channel 1 = Road	Channel 4 = Hump-Proviso
Channel 2 = Yard	Channel 5 = Piggyback and Stores
Channel 3 = Suburban	Channel 6 = Marine (Drawbridges)

#### Rule 703 (Hours of Service) (Application of)

Employees in train, engine and yard service —

- Must not go on duty or continue on duty unless they have had eight consecutive hours off duty during the preceding 24 hours.
- Must not work in excess of 12 hours in a tour of duty (either continuously or in the aggregate).
- After working continuously for 12 hours, must have at least 10 consecutive hours off duty.

#### Co-Mingled Service

Whenever service is performed in any category or on any assignment that is subject to the Hours of Service Law, the restriction of the Hours of Service Law apply to him or her on subsequent assignments or tours of duty on assignments or in categories not subject to the Hours of Service Law.

**Example 1.** Employee performing service for 8 hours as a switchman may only work in continuous or aggregate service as a yardmaster for 4 hours.

**Example 2.** Employee performing service for 8 hours as a yardmaster may only work in continuous or aggregate service as a switchman for 4 hours.

#### Rule 708 (Revised)

Employees are prohibited from having loaded or unloaded firearms or other deadly weapons, including knives other than pocket knives, in their possession while on duty or on company property, except those employees authorized to do so in the performance of their duties or those given specific permission by the Asst. Vice President and Division Manager, after approval by Asst. Vice President of Security. Pocket knives must be carried in one's pocket, not in a sheath, and the longest blade must not exceed three (3) inches.

#### Rule 712 (Revised)

All employees unless otherwise directed who are working on or about the tracks when trains pass their work locations are required to inspect passing trains. They must be on the lookout for brakes sticking, hot journals, dragging equipment, sliding wheels, indication of fire, lading shifted over side or end of car or any protruding objects, including car doors or any other dangerous condition requiring immediate action. The employee will immediately communicate in some manner either via radio or proper hand signal regarding the condition of the train being inspected. If radio communication is used, the following examples apply:

1. CNW (Train) at (Location), this is (Title), (Name), you look good to me/us on (direction) side(s). Proceed, Over.
2. (Title), (Name), to CNW (Train) at (Location), you have (trouble suspected) about (number) car lengths from engine/waycar in your train on the (direction) side, Over.



Where radio communication is not acknowledged by the crew of the passing train or is not available, hand signals will be used as shown below.

In calling train crew's attention to hot journals and brakes sticking, the signals shown below may be used in addition to stop signal, by employes making inspection:

- Hot journals By Day — Nose held with one hand and the other hand pointed toward passing train.  
By Night — Lamp swung vertically in a small circle then stop signal.  
Brakes sticking By Day — Hands shoved in sliding motion out from body.  
By Night — Lamp swung vertically in a small circle.

If a dangerous condition is observed and it is impossible to communicate signal to the crew on the train, the train dispatcher must be notified as quickly as possible. If nothing irregular is noted, proceed signal must be given to rear end of passing train. Train dispatcher must be immediately notified of any instance in which a train crew fails to exchange signals.

#### Rule 713(F)

When bad order cars are set out they should be left, when practicable, at locations that can be reached by truck so that employes can make repairs.

#### Rule 714 (Revised)

When car with hot box is found in train, or such car is set out, special care must be taken to prevent possibility of fire spreading to the body of car or loading. Packing must be pulled from the hot box and all fire extinguished and inspection made to know that no danger of fire exists. Conductors will indicate on their reports whether cars are equipped with pads or waste and give all other information as required.

When a placarded car is found to have a warm or overheated journal, the car must be set out, regardless of whether the car is equipped with friction or roller-bearing trucks, or whether the warm journal is discovered by observation, inspection, or by operation of a hot box detector. When a car is inspected to determine if it has a warm journal it must at that time be checked to ascertain if the car is placarded.

#### HOT BOX DETECTORS

Detectors have been installed at strategic locations to give warning of hot journals, sticking brakes and/or hot wheels on cars and engines in passing trains. The following instructions prescribe the procedures to be followed when the detector indicates abnormal temperature.

#### Rule 714(A) Location and Use of Detectors and Indicators

The location of hot box detectors and indicators are shown in subdivision instructions.

Engine or train brakes must not be applied while passing detectors unless absolutely necessary.

When the detector reveals a passing car or engine to be in distress the train dispatcher will cause the indicator to display one of the following aspects:

1. A steady lunar light (on a single light indicator).
2. Three lunar lights in a horizontal row.
3. A rotating light on, at or near the detector booth.
4. A Restricting or Stop indication on a controlled signal used in lieu of an indicator.
5. Radio the train with instruction.

When these aspects are observed, the speed of the train must be immediately reduced to 10 MPH and must not be increased until the train has stopped for inspection.

When the indicator displays one of the following aspects:

1. A fast flashing lunar light\*\* (on a single light indicator)  
\*\*180 flashes per minute.
2. Three lunar lights in a vertical row.
3. The rotating unit is not illuminated.

This indicates that no distress condition was detected.

At locations where single lunar light indicators have been modified to display three aspects (location specified by general order) the following will apply:

Aspects	Indication
Steady lunar light	Stop
Slow flashing lunar light*	Proceed as per special instructions
Fast flashing lunar light**	Proceed
*60 flashes per minute	
**180 flashes per minute	

When a "slow" flashing light is displayed it will indicate that train has several sticking brakes and/or hot wheels that are not serious at this time. Proceed in accordance with Rule 713(C), doing what you can to release brakes.

When a restrictive indication is observed, a member of the crew must as promptly as possible communicate with the train dispatcher for instructions.

When the tape associated with the detector indicates an abnormal condition, the train dispatcher will, if practicable, communicate by radio with crew of train involved. If length of the deflection (pip) warrants, the train dispatcher will instruct the crew to stop train immediately for inspection.

After train is stopped for inspection, it must not be moved unless safe to do so, as per Rule 713(C). This must be determined either by visual inspection or through communication between a crew member and train dispatcher.

After passing detector locations, crew members must be on the alert for radio communication from train dispatcher.

Head end and rear end crew members must be on the lookout for and continue to observe the indicator lights until the entire train has passed the indicator, if practicable, and must take whatever action may be required.

After train has passed the indicator engineer must carefully note the train line air gauge for any indication that the train brakes are being applied from the caboose, and must take appropriate action accordingly.

#### Rule 714(B) Locating Car in Distress

When a train is stopped for inspection in response to the hot box indicator or information received from the train dispatcher, a member of the crew must report the location of the journal in distress ... facing the handbrake end of the car the journals are identified as L-1, L-2, L-3 and L-4 on the left-hand side of the car, and R-1, R-2, R-3 and R-4 on the right-hand side.

The journal in question, whether it is found to be warm but moveable, or if necessary to set the car out, should be identified by an "X" chalk-marked on the journal box cover or, in the case of a roller-bearing car, on the end of the axle. It is not necessary to identify those journals on which no abnormal condition is noted.

When the detector tape reveals an abnormal journal condition it must be noted by the train dispatcher and recorded on the daily hot box detector summary wire report, together with the journal location as reported by the crew member.

On interdivisional trains, when it is known that a car has a warm journal but moveable, information to this effect must be relayed by the train dispatcher of the division on which the condition was found to the dispatcher of the division to which the train is moving.

#### Rule 714(C) Steps to be Followed in Making Inspection

1. The wheel report or train list must not be depended upon to locate the car in distress. It must be located by actual physical count of cars behind the engine or

ahead of the caboose. When train consists of any two-axle cars, each two-axle car will be counted as a separate car for purposes of identification and inspection.

2. Visually inspect the entire truck for obvious mechanical defects, such as broken bolster, broken truck side, loose wheel, fouled brake rigging, brake set, sticking brakes etc. Check to be sure that hand brake is fully released.

**Temp Sticks.** Each road conductor and trainman is to be issued a 200 degree (F.) melting point temperature indicating crayon (also known as Temp Sticks). A supply of these "Temp Sticks" is to be maintained at each yard office and at other stations designated. This "Temp Stick" will melt causing a liquid smear whenever it is touched to an object that is at a temperature of 200 degrees or higher.

3. **Roller Bearing.** Apply the temp stick to the front face of the roller bearing adapter. If a liquid smear results when the Temp Stick is applied, then set out the car.

In the event that the crew member making an inspection of a roller bearing equipped car as the result of an abnormal reading on a hot box detector and 1; can find no cause for the abnormal temperature, and 2; does not have a "Temp stick" to make a proper inspection for abnormal temperature, then the car must be set out for further inspection by Car Dept. forces.

4. **Friction Bearing.** If the car is not noticeably hotter, open the lid and inspect for loose bearing material, lead, smoke, odor or burned lubricator. If any of these conditions are noted, set the car out. If none are noted, then apply the Temp Stick to the front edge of the journal bearing. If a liquid smear results when the Temp Stick is applied, then set the car out.

5. **Loose Wheels (All).** If the hot box detector indicates an abnormal reading on a single axle on the truck, and no unusual heat has been found by previous steps and no indications of stuck or dragging brakes, then apply the Temp Stick to the wheel hub. If a liquid smear results, then set the car out. Close observance should be made until the car is set out.

6. If no unusual heat can be found by the above steps, check all journals of that car, the two cars immediately ahead of, and the two cars to the rear of the original car. Only those journals on the indicated side of the car(s) need be checked.

7. Even if no indication of heat can be found, the car should be watched carefully if left in the train. The detectors are sensitive enough to catch trouble which is just beginning and which may not be found by the steps above.

8. After all the required steps have been taken, notify the train dispatcher, indicating the car initial and number, location in train, findings, and action taken. This must be done even if no trouble can be located.

9. If inspection of car reveals no defect, and the same car produces a distress reading over a subsequent detector, the second inspection must be made by the CONDUCTOR, regardless of position of the car in the train, and the conductor must assure himself regarding condition of the car.

10. In the event the hot box detector indicates an abnormal condition on a diesel unit, the engineer must visually inspect the entire truck involved for defects such as fouled brake rigging, brake shoes dragging on wheel, or hand brake set. Feel the journal box, support bearing cap, and the gear case with gloved hand. If no unusual heat is detected, feel these parts carefully with a bare hand. If any of the above are noticeably hotter than others, the unit should be set out unless it can be safely moved.

#### Rule 714(D)

Train and engine crews notified of possible hot box in their train by wayside inspection, visual inspection, or by hot box detector will take immediate action to begin stopping the train. Stopping the train and determining extent of damage of journal has priority over concern for blocking street crossings, railroad crossings, grades, sidings where car can be set out, or receiving another impending inspection before taking action. When stopping train, engineers must never use more than the absolute minimum amount of air necessary for stopping train in a reasonable distance. Conditions permitting, dynamic brake and grades, when in immediate area, must be used to slow train prior to making brake pipe reduction. Whatever method is used to slow and stop train, considerations must be given to prevent journal failure caused by heavy braking or from extreme slack action.

#### Rule 714(E) Action to be taken — Inoperative Indicator or Communication Failure

The engineer or conductor must immediately contact the train dispatcher and report the absence of an indication on the indicator. The train dispatcher will then inform the engineer or conductor the indication of the tape associated with the detector. If the tape is negative, the train may proceed without stopping. If the tape indicates a journal in distress, train dispatcher will so inform the crew member and, the crew will proceed in the same manner as when stop is required by the indication of the indicator.

When crew is unable to communicate with the train dispatcher due to weather or other conditions, members of the crew on head end and rear end of the train will make careful visual inspection of the train.

When a train has stopped in accordance with the indication of the hot box indicator, and communication between the crew and train dispatcher is not possible, crew members will make a visual inspection of their train and will be governed by their findings. The facts must be reported to the train dispatcher as promptly as practicable thereafter.

Employes must not rely solely on hot box detectors for the detection of overheated journals or other defects in their train. Operating rules and special instructions relating to inspection of their own or passing trains must be observed.

**Rule 714(F) Action to be Taken When Authorized by the Train Dispatcher – Inoperative Hot Box Detectors**

**(A) TOFC Trains**

A TOFC train will be required to stop for inspection if it passes two consecutive inoperative hot box detectors, unless a running inspection can be made by employees on both sides of the train. Both employees need not be at the same location, however, if inspection was not completed between hot box detector sites, both sides must be inspected within ten (10) miles from second HBD site and train must operate at not to exceed thirty (30) MPH from second HBD site until inspection has been completed.

**(B) Freight Trains (Except TOFC)**

1. If the first hot box detector a freight train passes\* is inoperative, the train will be required to stop for inspection unless a running inspection can be made by employees on both sides of the train. Both employees need not be at the same location, however, both sides must be inspected within ten (10) miles from HBD site and train must operate at not to exceed thirty (30) MPH from HBD site until inspection has been completed.

\*This is the first detector the train passes after departing the train's initial terminal, not necessarily the first detector on the division.

2. At other inoperative hot box detectors (except the first) a freight train will be required to stop for inspection if it passes two consecutive inoperative hot box detectors, unless a running inspection can be made by employees on both sides of the train. Both employees need not be at the same location, however, if inspection was not completed between hot box detector sites, both sides must be inspected within ten (10) miles from second HBD site and train must not exceed thirty (30) MPH from second HBD site until inspection has been completed.

**(C) Passenger Trains**

A Passenger train will be required to stop for inspection if it passes one inoperative hot box detector unless a standing inspection can be made by crew members at regular station stops within fifteen (15) miles from HBD site. Both sides need not be inspected at first stop, if impracticable or it would result in excessive delay, however, entire train must be inspected within fifteen (15) miles from HBD site and train must operate not to exceed thirty-five (35) MPH from HBD site until inspection has been completed.

**(D) Results of an inspection** must be given to the train dispatcher as promptly as practicable.

**Rule 804(A) (Revised)**

Other members of the crew in cab of engine must give instant notice to the engineer of any signals or indication of danger or obstruction, or if there is any reason to believe their train may strike a person or object on the track.

On freight trains, a trainman must ride in control cab of engine at front of train when train is moving between stations. If additional authorized personnel are riding in the control cab of engine, the trainman may ride in another unit if requested by engineer.

**Rule 808(G)**

High-cube cushion-underframe cars, tri-level cars, bi-level cars and TTX flat cars must not be left standing on turnouts. When such cars are to be left on tracks, they must be shoved a sufficient distance from the turnout to permit coupling to them safely with another long car. Single empty ore hoppers must not be handled between these cars account danger of being lifted off center when moving through turnouts.

**Rule 805(E) (Revised)**

Open top or flat cars and open top "TOFC" loaded with pipe, lumber, poles or other loading which has a tendency to shift, including loaded company wheel flats, or is liable to protrude above top of car or trailer must not be handled in train next to:

- Engine
- Caboose
- Occupied Outfit Cars
- Passenger Cars
- Multi-level loads or motor vehicles
- Open top cars loaded with machinery
- Any car placarded "Explosive"

Multi-level shipments of motor vehicles and open top cars loaded with machinery must be placed not less than four cars behind open top cars loaded with such commodities as coal, sand or gravel, and chemicals subject to wind, vapor or fume action on adjacent cars.

A flat car loaded with machinery secured by means of a device designed for that purpose and permanently installed on the flat car is not restricted. Rule 805(E) (Revised) applies to other flat cars loaded with machinery except these cars may be placed next to each other.

**Note:** Chart on pages 154-155 depicts additional requirement.

**Rule 808(H)****Restrictions on Placing Cars in Train**

Freight cars 80 feet or longer must not be coupled to empty freight cars 39 feet or shorter to avoid possibility of derailment due to build up of lateral and vertical forces caused by throttling or braking procedures, and track characteristics.

**Exception:**

Does not apply to caboose cars on rear end of train, nor to Transfer Train and yard train movements not exceeding 20 MPH.

**Rule 809 (Addition)**

When tank cars with non-congealed lading are set over during switching operations, the lading has a tendency to slosh around, causing the cars to move after they have been set over. In this connection, whether in yards or at way stations, the use of blocking alone to hold detached cars is not sufficient. In such cases, cars detached from other cars or set over must be secured by hand brakes and, if necessary, the wheels also blocked.

**SPEED CARD****To Find Coupling Speed of 40 Foot and 50 Foot Car**

Sight vertical end of car body on a fixed point and note the number of seconds it takes car to pass. Speed in miles per hour is shown opposite.	Seconds	40 Foot Car Miles Per Hour	50 Foot Car Miles Per Hour
		1	28
	2	14	17.5
Damage as a result of rough handling makes up a large part of the claim bill for loss and damage to freight. From the railroad standpoint it is the major item in the expense. We all know that rough handling can be reduced, often eliminated.	3	9.3	11.6
	4	7	8.7
	5	5.6	7
	6	4.7	5.9
	7	4	5
	8	3.5	4.4
	9	3.1	3.9
	10	2.8	3.5
	11	2.5	3.1
	12	2.3	2.9
Switch crews must function as a team. Clear signals properly given are important; talk it over—prevent rough handling—it can be done.	13	2.15	2.7
	14	2	2.5

**Rule 810(A)**

When a single piggy-back trailer is loaded on a flat car designed to carry two trailers, it must be loaded on the "B" end or front hitch of the car which places the trailer wheels toward the center of the car. Compliance with rules pertaining to inspection of train by employees on the train and by others observing passing trains will include noting single trailer on flat car to see that it is loaded in accordance with these instructions.

**Rule 812 (Addition) (Blocking and Make-up of Trains)**

The ideal train make-up places the heavy cars closest to the motive power and the lighter cars farthest from the motive power.

In the event large blocks or heavy loads cannot be handled in the front-half of the train, in addition to advising the engineer of the loads, empties, gross tons, etc., the conductor will provide him with the information listed below, and, when possible a copy of the wheel report:

1. Location of large blocks of loads.
2. Location of large blocks of empties.
3. Location of 80 foot or longer cars.

In the make-up and handling of unit grain and ballast trains, empty cars should not be interspersed with loaded cars. If necessary for loading or origin point to run by and not load a car, for any reason, such car should be switched out of train at that point and not allowed to remain in the body of train.

**Exception:** If necessary to move such empty car with balance of unit train, it must be handled next ahead of caboose.

**Rule 901 (Application of)**

Empty cars equipped with plug doors, refrigerator doors and hopper doors must have doors closed and properly secured before being handled out of initial terminal or picked up at a point enroute. These cars must not be accepted in interchange or pulled from customer's sidings with the doors open.

**Rule 904(A) 5 (Addition)**

(A) Only a qualified car inspector will determine (1) if the bad order car is safe to move, (2) the maximum speed and (3) other restrictions necessary for safely conducting the movement.

(B) After a defective car, set out enroute, has been inspected by a qualified car inspector and found safe for movement for repairs, three (3) Bad Order Tags will be applied to the car (2 on the west or south side, 1 on the north or east side) stating defect and maximum speed or other restrictions. Conductor will remove BO Tag from west or south side, which will serve as his written notice.

(C) All operating personnel on the train in which the car is to be moved will be notified (the conductor in writing) of the presence of the defective car and the maximum speed and other restrictions determined under these instructions.

(D) Before a road crew moves a car carrying Bad Order Tags on which crew has had no previous advice for movement, permission must be received from train dispatcher for movement, and he must be advised as to the nature of the defect and speed restrictions specified. In this event, the conductor will remove one of the three (3) required Bad Order Tags from the car as his written notice concerning movement of defective car.

**TRAIN AND ENGINE HANDLING****Prevention of Rock and Roll Action on Freight Trains except TOFC Trains**

1. In this connection, the critical speed range is between 12 and 22 MPH.
2. Where the maximum permissible speed is less than 22 MPH, every effort must be made to operate at speeds not to exceed 12 MPH.
3. The restriction in item 2 above does not apply (a) when engine is operating at its maximum, (b) when approaching or operating on ruling grades or other ascending grades where there would be a possibility of stalling, and (c) where other conditions would impair good train handling.
4. Where the maximum speed is greater than 22 MPH, or less than 12 MPH, every effort should be made to pass thru the critical 12 to 22 MPH speed range as quickly as possible and in accordance with the following:

Whenever an engineer is about to reduce speed from 22 MPH downward toward 12 MPH or to increase speed from 12 MPH upward to 22 MPH, the engineer will notify rear end crew members and there will be a constant and careful observation made of their train by both head end and rear end crew members. In addition, they must remain in constant radio communication with each other, advising as to how their train is handling,

especially while in the critical range of speeds of between 12 and 22 MPH.

If it is apparent that there is a problem, it is the responsibility of the Conductor and/or the Engineer to take immediate corrective action, stopping their train for inspection if necessary.

**Exceptions:**

Crews handling solid trains of loaded C&NW, LS&I, MILW, UP or DM&R (any commodity) or empty ore cars are exempt from the above restrictions.

However, ore being handled in conventional gondolas or hoppers are still subject to these restrictions.

Other exceptions may be listed on Subdivision footnotes or by General Order.

**AIR BRAKES AND COMMUNICATIONS SIGNAL SYSTEM  
(Revisions and Additions)**

Changes in the following rules are:

**Rule 403**

Rule 403 is less restrictive: Change portion of rule to read, "10½ inches" instead of "10 inches."

**Rule 405**

Rule 405 is less restrictive: Under Paragraph (C) you no longer need to inspect and test the train at interchange points unless the consist is changed. Removing a solid block of cars from head end or rear end, changing engine, removing or changing caboose does not constitute changing the consist. Cars added to head end or hind end must be properly tested.

Inspection referred to in Rules 407 through 414 must be performed by a "qualified person." At points where carmen are required to perform such tests, a carman is the qualified person. In the absence of such carmen, anyone qualified to make the test is the qualified person. This includes, but is not limited to, trainmen and yardmen.

**Rule 406**

Rule 406 is less restrictive: Change portion of rule to read, "1,000 miles" instead of "500 miles."

**Rule 408**

(A) The brake system on a freight train will be charged to within 15 pounds of the setting of the feed valve on the locomotive, but not less than 60 pounds as indicated by an accurate gauge at the rear of the train and on a passenger train to not less than 70 pounds.

(B) Upon receiving the signal to apply the brakes for test, a minimum of a 20 pound, not to exceed full service, brake application must be made in automatic brake valve operation.

(C) After the blow at the brake valve has ceased (locomotive brake valves equipped with pressure maintaining feature, will be cut out) a 45 second wait will be observed.

(D) After the 45 second wait observe that brake pipe leakage does not exceed 5 pounds per minute as indicated by the brake pipe gauge.

(E) Inspection of the train brakes must be made to determine that the angle cocks are properly positioned, that the air brakes are applied on each car, and that the piston travel is correct, the brake rigging does not bind or foul, and that all parts of the brake equipment are properly secured.

(F) Upon proper instructions, locomotives equipped with pressure maintaining feature will have same out back in and the brakes released, each brake must be inspected to see that all have released.

**Rule 408(A), 408(B) and 409 are cancelled.**

**Rule 411**

Rule 411 has been changed as follows: When test of air brakes has been completed, the engineer and conductor must be advised that train is in proper condition to proceed.

A qualified person participating in the test and inspection, or who has knowledge that it was made, shall notify the engineer that the initial terminal road train air brake test has been satisfactorily performed. The qualified person shall provide the notification in writing if the road crew will report for duty after the qualified person goes off duty. The qualified person shall also provide the notification in writing if the train that has been inspected is to be moved in excess of 500 miles without being subject to another test as specified by Rules 407 through 414.

**Note:** In the application of the changes to 405(C) of the Rules and Instructions Governing Operation, Inspection and Testing of Air Brakes and Communicating Signal System, adding a solid block of cars to the head end or rear end does not constitute changing the consist.

**Intermediate Terminal Test Rule 418(A) is revised.**

**Rule 418(A) (Revised)**

At a point other than a terminal where one or more cars are added to a train, and after the train brake system is charged to not less than 60 pounds as indicated by a gauge at the rear of freight train and on passenger train not less than 70 pounds, tests of air brakes must be made to determine that brake pipe leakage does not exceed 5 pounds a minute as indicated on the brake pipe gauge after a minimum of a 20 pound and not to exceed full service brake pipe reduction. Wait 45 seconds before reading leakage on the brake pipe gauge, after which it must be known that the brakes on each of these cars and on the rear car of train, apply and release. Cars added to train which have not been inspected in accordance with Rules 407 through 414, must be so inspected and tested at the next terminal where facilities are available for air brake maintenance.

Where cars are picked up enroute they will be given an Initial Terminal Air Brake Test whenever practical.

**Rule 438(A)**

Unless specifically authorized not more than two (2) consecutive cars shall be operated in a train with the air brakes cut out.

Movement may not be authorized beyond the nearest point where cars can be repositioned in train, set out, or to the nearest repair point, whichever occurs first.

**Exceptions:**

The above will not apply when handling a "Hospital" or "Wrecking" train under the direct supervision of a Car Department Supervisor, nor will it apply when handling Welded Rail Trains, loaded or empty, nor to other trains that have fixed or permanently coupled cars, and for which special instructions are in effect.

**Rule 453 Amendment**

Paragraph (a) of item 3 of Section (d) is revised to read as follows:  
"On units equipped with 26L brake equipment the automatic brake valve handle must be placed in emergency position until equalizing reservoir has blown down to zero."

**Air Brake Rule 458 (Revised)****(B) Brake Pipe Feed Valves**

1. Passenger Service ..... 90 lbs.
2. Freight Service:
  - a. Freight trains running at "TOFC" train speeds ..... 90 lbs.
  - b. Unit trains, all 100-ton cars ..... 90 lbs.
  - c. Grain or coal trains, or trains handling 50 or more cars of grain or coal ... 90 lbs.
  - d. Ore trains, or trains handling 50 or more cars of ore ..... 90 lbs.
  - e. Other freight service ..... 75 lbs.
3. Yard service set for service required but not less than ..... 60 lbs.

### Air Brake Rule 459(C) (Addition)

During normal braking, the following must be complied with in order to insure that brakes on all units are released:

When using automatic brake valve on locomotives equipped with 26L type brake equipment, independent brake valve must be kept in depressed (bail-off) position for a minimum of 5 seconds for each unit in consist, including "BU" units, after the exhaust stops from automatic brake valve.

When there is any other type brake equipment in the locomotive consist, then the independent brake valve on controlling unit must be kept in depressed (bail-off) position continually while automatic brake valve is in application position.

### Minimizing Delay Due to Sticking Brakes

Should difficulty be experienced in releasing brakes after picking up cars, or after making a light brake application enroute, the procedures listed below should be followed:

1. Check feed valve for proper setting.
2. Make a 20-pound service brake application. When blow at the brake valve stops if standing, or when train stops if moving, place train in emergency and wait 3 minutes.
3. Return brake valve to release or running position and charge train for 2 minutes after brake on caboose releases.

### Emergency Air Brake Applications in Freight Service

To insure that the air brake system has been adequately recharged after an emergency brake application from any cause, a train will not proceed at normal speed until one of the following guidelines has been met:

1. Train will proceed at not to exceed 10 MPH until such time as caboose gauge indicates a pressure of within 5 lbs. of indication just prior to emergency application. If the pressure is not attainable, train may resume normal speed after 15 minutes provided that brake pipe is restored to within 15 lbs. of feed valve setting as indicated by caboose gauge.
2. If no communication with rear end, trains may not proceed at normal speed until engineer knows brake pipe leakage does not exceed 5 lbs. per minute.
3. If terrain is such that normal train handling would require use of air brakes within three (3) miles, trains will not proceed until air brake system has been adequately recharged as outlined above, except trains blocking interlockings and/or road crossings—may proceed at 5 MPH to clear interlockings or crossings then stopping until air brake system is adequately recharged.

These instructions are in addition to and do not supersede, alter or modify any existing rules or instructions.

### AUTOMATIC TRAIN CONTROL RULES (Revisions and Additions)

#### Rule 523(A)

Except as provided in the timetable, in ATC territory the locomotive unit or cab car from which the train brakes are controlled shall be equipped with operative train control apparatus.

#### Rule 524 (Revised)

Conductors of passenger trains operating in ATC territory must have taken in his possession at all times\* except when a failure of the device makes it necessary to cut out the ATC or when the train is operating without ATC cut in under proper authority.

\*See Chicago Suburban District instructions on surrendering token arriving Chicago.

#### Rule 525 (Revised)

In freight service, box car type seals with special ATC lettering will be used to seal the ATC devices other than double heading cock, by means of which the operation of the pneumatic portion of the ATC apparatus can be cut out on the engine while operating in ATC territory. Engineers will be responsible for knowing that the ATC device for leading unit is properly sealed before entering ATC territory. The distribution, use and application of seals will be specified by General Order.

#### Rule 530(A)

When a cab signal changes from restricting to a more favorable indication after passing signal displaying approach (Rule 240D) or a more restricting indication and the next signal can display a diverging route (Rule 240L or Rule 240M) train must approach this next signal prepared to proceed on diverging route at prescribed speed until aspect can be clearly seen.

#### Rule 532 (Revised)

The ATC device, or any part of it, must not be cut out unless it is unworkable or by authority from the train dispatcher.

#### Rule 533(B)

The last paragraph of Rule 533(B) is revised as follows:  
When operating under positive block protection in advance of movement with the brake applying apparatus cut out, and with cab signals NOT operating, trains must not exceed 40 MPH.

### AUTOMATIC TRAIN STOP RULES (Revisions and Additions)

#### ATS Rule 544 (Revised)

In freight service, box car type seals with special ATC lettering will be used to seal the ATS devices other than double heading cock, by means of which the operation of the pneumatic portion of the ATS apparatus can be cut out on the engine while operating in ATS territory. Engineers will be responsible for knowing that ATS device for leading unit is properly sealed before entering ATS territory. The distribution, use and application of seals will be specified by General Order.

### GENERAL INSTRUCTIONS

It is the duty of engineers when commencing duty to make a check of the speedometer as soon as feasible by using their watch and mile posts. After a reasonable amount of time on duty they will be responsible for knowing whether or not the speedometer is accurate; if not accurate, this information must be given to the train dispatcher and to the relieving engineer, when practicable. If bad order, it shall be reported to proper authority before leaving initial terminal.

Barco speedometers are sealed with a keystone lead seal. Should an engineer receive a unit with this seal broken, report must be made promptly to the proper authority.

**Flat Spots:** When engineman takes charge of a diesel unit or consist of units, in road or switching service, and one or more of the units have flat spots on wheels, report in message form must be made to the Chief Train Dispatcher from the first available point of communication.

If flat spots occur while engineer is in charge of a unit, report must be made indicating time, location and cause.

**Hand Brakes:** Engineers taking up duty will ascertain that all hand brakes are released on the engine consist and on units picked up enroute.

On main track change-outs, the arriving engineer is responsible for all hand brakes being released on engine consist.

When an operative unit is set out, the control jumper must remain with the unit.

Taking signals through or via mirrors attached to a diesel unit or cab car is prohibited.

When engine or units are to be cut away from cuts of cars or train, brake valve will be placed in handle-off position, until brake pipe is completely exhausted. When engine is cut away from train, the brake pipe angle cock on lead car will be left open. When required to have brake pipe angle cock on lead car closed, a period of two minutes must elapse after cutting engine off prior to closing it.

When pumping air, it must be known no main generator amperage is being developed, thereby causing traction motor damage.

Short time motor ratings must be adhered to and tonnage limited to that which a unit can handle within its range over the ruling grade.

Ground protective knife switch will be sealed when leaving shops, and it must not be pulled without authority from the Chief Train Dispatcher, who will first contact Mechanical Department.

Enroute reports must be left on engine at the end of each run. Work report will include whether or not the speedometer and/or radio is in good order.

Radios: Head end and rear end crews of all freight trains will advise before leaving initial terminals whether or not their radios are in good working order. At large terminals, this information will be conveyed to the General Yardmaster; at other locations, to the operators on duty, who will advise the train dispatcher, who will make proper record and notify the Mech. Dept. of any exceptions.

### OPERATION OF SNOW PLOWS

Snow plow operation is emergency work, and should be treated as such. Such work is generally done under unfavorable weather conditions and every precaution for safe operation should be used.

#### 1. Train Order:

The following form of train order will be used for operation of snow plows when applicable:

#### POSITIVE BLOCK FOR SNOW PLOWS

##### TRAIN ORDER:

"EXTRA 950 WEST IS OPERATING WITH SNOW PLOW A TO Z WESTWARD TRAINS INCLUDING EXTRA 950 WEST MUST NOT LEAVE A F M P S W OR ANOTHER STATION SPECIFIED BY THE TRAIN DISPATCHER WITHOUT CLEARANCE FROM THE TRAIN DISPATCHER THE TRAIN DISPATCHER MAY VERBALLY AUTHORIZE WESTWARD TRAINS TO LEAVE THE DESIGNATED POINTS"

With this order in effect, westward trains must not depart a designated point or a station specified by the train dispatcher without a written or verbal clearance from the train dispatcher. The train dispatcher may clear a train for more than one point at a time. The conductor and engineer will make a record of this clearance if received verbally.

With this order in effect, Extra 950 West may make a reverse movement as necessary, except a reverse movement may not be made beyond the last location cleared from without being protected as prescribed by Rule 99.

When the snow plow is the only train that will run in a territory, the plow may be run as a work extra, Form H, example (5).

#### 2. In Multiple Track Territory:

So far as possible, use of double track snow plows must be confined to multiple track territory and single track plows to single track territory. When it is necessary to use snow plows contrary to the above, special precautions must be taken to insure safety. Snow plows operating in multiple track territory must be stopped before meeting or being passed by other trains on an adjacent track. Snow plows not plowing snow, and if equipped with flangers and the flangers are raised, are not considered "in operation" and need not stop when meeting opposing trains on adjacent track. Train dispatchers will inform crews handling snow plows as to the location of other trains and also inform other trains that snow plows are being operated, indicating between what points.

When a snow plow or flanger is operated in multiple track territory positive block must be maintained ahead of and behind the movement. This does not change or revise any existing rules or instructions but is in addition to.

#### 3. In Single Track Territory:

Positive block must be maintained ahead of and behind the snow plow, except for opposing trains meeting at points established by Form S-A train orders. This applies whether the snow plow is plowing snow, or operating otherwise with snow plow being pushed ahead of engine. Snow plow must be stopped at meeting points. Exception—train orders may be issued in an emergency to permit snow plow to reach a stalled train or engine.

#### 4. In ATC Territory:

On snow plows equipped with receivers there is an emergency cable to permit snow plow to be connected to any engine equipped with automatic train control. The connecting and disconnecting of this cable must be done by an employe familiar with this work.

#### 5. In ATS Territory:

Inductors in ATS territory will not clear standard wedge plows. Only modified plows may be used where train stop inductors are installed. Russell plows and Jordan ditchers must be operated so that they will clear train stop inductors which are installed 2 1/2" above top of rail and 16 1/2" out from gauge of rail. Suitable temporary markers are placed at train stop inductors so that operators of Russell plows and Jordan ditchers will have sufficient warning to permit clearing the inductors. In addition to main track between Chicago and St. Francis on the Kenosha Subdivision and between CY and Harvard on the Harvard Subdivision, train stop inductors are located on lines approaching junction points at Canal, Lake Bluff, St. Francis, Seeger, Harvard, and Crystal Lake Jct., and these instructions also apply to operating wedge plows, Russell plows, and Jordan ditchers at such junction points.

#### 6. Through Stations, Yards, Interlockings:

When operating through station grounds, yards, terminals or interlockings, snow plows must operate at Reduced Speed not exceeding 20 MPH to avoid accident or injury to passengers, outsiders or employes. Where snow plows are actually clearing snow through such places, alarm must be given by sounding the engine whistle, continuously if necessary, and between stations, engine whistle must be sounded frequently to give warning of their approach.

In using wedge plows, personnel in charge must know that the point of plow clears the rail properly; that is, two inches. All four shoes must be in place on plows when in actual service. All concerned must see that steel plates between coil springs are in place in every instance.

Wedge plows must not be operated through interlockings equipped with derails except that the plow be stopped before passing over the derail and that the movement over the derail shall be made at slow speed so as to give the plow the opportunity of sliding over any apparatus that it may foul. In the use of wedge plows about to enter snow drifts where there is a possibility of ice existing, particular attention must be given to the facing of the drift, cleaning of flangers, etc., in order to allow the plow to go under the ice instead of over.

When snow plows are shoved through snow by diesel locomotives, a solid bottom gondola, loaded to capacity with a heavy commodity such as coal, may be placed between the locomotive and plow in order to provide more slack action and to keep the locomotive as free of snow as possible. This provision does not apply in automatic train control territory.

The forward end of all snow plows mounted on ballast or gondola cars is equipped with a shoe especially designed to prevent the cutting edge of the plow from being forced down upon the rail. As this shoe will not clear the guard rails of a self-guarded frog or switch, all plowing or deadheading operations over frogs or switches must be carefully safeguarded and made at low speed.

**7. On Freight Trains:**

A snow plow may be handled ahead of engine on freight trains of 25 cars or less as directed by the AVP & Division Manager. At his discretion, a solid bottom gondola loaded to capacity with a heavy commodity may be placed between the engine and the snow plow. Hopper type cars or drop bottom gondolas must not be used for this purpose. Good judgment must be exercised at all times in this respect, especially when opposing trains are involved.

**8. Authorized Speed:**

Speed of snow plow equipment will be specified by train order. Officer or supervisor in charge may authorize a higher maximum speed due to operating needs if necessary.

9. The movement of snow plows not in operation will be as directed by the AVP & Division Manager.

**GENERAL REGULATIONS AND SAFETY RULES  
(Revisions and Additions)**

**Rule G (Revised)**

The use of alcoholic beverages, intoxicants, narcotics, marijuana or other controlled substances by employees subject to duty, or their possession or use while on duty or on company property, is prohibited.

Employees must not report for duty under the influence of any alcoholic beverage, intoxicant, narcotic, marijuana or other controlled substance, or medication, including those prescribed by a Doctor, that may in any way adversely affect their alertness, coordination, reaction, response or safety.

**Rule G (Addition)**

Except as otherwise provided below, employees are prohibited from reporting for duty or being on duty or on company property while under the influence of, or having in their possession while on duty or on company property, (1) any drug the possession of which is prohibited by law; (2) any drug belonging to the generic categories of narcotics, depressants, stimulants, tranquilizers, hallucinogens, or anti-depressants; (3) any drug assigned a registration number by the Bureau of Narcotics and Dangerous Drugs not included in category (2); or (4) any liquid containing alcohol.

It is permissible for an employee to take and use a drug or medication coming within categories (1), (2), (3) and (4) above as medication for treatment of chronic health problems or temporary illness provided that when medication is prescribed by a licensed medical doctor the employee obtains from the doctor a written statement (which, upon request, will be submitted by the employee to his supervisor) certifying that in the doctor's opinion the medication prescribed does not adversely affect the employee's ability to safely perform his duties with the company.

**Rule M (Revised)**

Employees must exercise care to prevent injury to themselves or others.

Train, engine and yard service employees must not occupy roof of freight car or caboose under any circumstance. Other employees whose duties require them to occupy the roof of a freight car or caboose may do so only when equipment is standing and must not cross from the roof of one car to another car.

Employees must inform themselves as to the location of structures or obstructions where clearances are close.

Employees must expect the movement of trains, engines, cars or other movable equipment at any time, on any track, in either direction.

Employees must not stand on the track in front of an approaching engine, car or other moving equipment for the purpose of boarding the same.

Employees will be governed by the Safety Instructions of the railroad by which they are employed while working upon the property of any railroad.

**Rule M (Addition)**

On the road, at stations, in yards and on industrial tracks, there are buildings, structures, station platform canopies or fences which are located between tracks, bridge girders and other obstructions which, owing to local conditions or requirements, do not give clearance to men on side of cars or engines. Employees must familiarize themselves with these conditions in the districts in which they are employed and where they exist must not extend any part of their bodies out from engines or cars, or attempt to alight therefrom.

Employees must not position themselves between a loading dock or other close clearances and moving equipment. When spotting cars at such locations you must position yourself on the side opposite the close clearance or on the dock itself.

Employees in cabooses must be and remain seated at all times except when performing other necessary duties. In cabooses equipped with safety seat belts, employees must be seated in seats so equipped and safety seat belts must be properly fastened at all times. When necessary to be out of the seat, the overhead hand hold must be used and extreme caution exercised.

On cabooses equipped with screen windows, employees must keep the screen closed except when necessary to open to perform their duties.

**Rule 7 (Revised)**

Employees will not be retained in the service who are careless of the safety of themselves or others, disloyal, insubordinate, dishonest, immoral, quarrelsome or otherwise vicious, or who do not conduct themselves in such a manner that the railroad will not be subjected to criticism and loss of good will.

**Rule 8 (Revised)**

Employees who withhold information, or fail to give factual report of any irregularity, accident or violation of rules, will not be retained in the service.

**Rule 9 (Revised)**

Theft or pilferage shall be considered sufficient cause for dismissal from railroad service.

**Rule 16 (Revised)**

Employees must exercise care and economy in the use of railroad property and when leaving the service, or upon demand by proper authority, must return property entrusted to their care.

**Rule 19 (Revised)**

Employees are prohibited from having loaded or unloaded firearms or other deadly weapons, including knives except pocket knives, in their possession while on duty or on company property, except those employees authorized to do so in the performance of their duties or those given specific permission by the Assistant Vice President and Division Manager after approval by the Assistant Vice President of Security—Chicago. Pocket knives must be carried in one's pocket, not in a sheath, and the longest blade must not exceed 3 inches.

**Rule 26—Blue Signal Protection of Workmen (Revised)**

As used in this rule, the following definitions apply:

**Workmen:** Railroad employees assigned to inspect, test, repair or service railroad rolling equipment or their components, including brake systems. Train and yard crews are excluded except when assigned to perform such work on railroad rolling equipment that is not part of the train or yard movement they are handling or will handle.

**Note:**—"Servicing" does not include supplying cabooses, engines or passenger cars with items such as ice, drinking water, tools, sanitary supplies, stationary or flagging equipment. "Testing" does not include visual observations made by an employee positioned inside or alongside a caboose, engine or passenger car.

**Group of Workmen:** Two or more workmen of same or different crafts assigned to work together as a unit under a common authority and who are in communication with each other while the work is being done.

**Rolling Equipment:** Engine, railroad cars and one or more engines coupled to one or more cars.

**Blue Signal:** A clearly distinguishing blue flag or blue light by day and a blue light at night. The blue light may be displayed either steady or flashing. When attached to the operating controls of an engine, it need not be lighted if the inside of the cab area of the engine is sufficiently lighted so as to make the blue signal clearly distinguishable.

**Effective Locking Device:** When used in relation to a manually operated switch or a derail a lock used that can be locked or unlocked only by the craft or group of workmen applying the lock.

**Car Shop Repair Track Area:** One or more tracks within an area in which the testing, servicing, repair, inspection or rebuilding of railroad rolling equipment is under the exclusive control of mechanical department personnel.

**Engine Servicing Track Area:** One or more tracks within an area in which the testing, servicing, repair, inspection or rebuilding of engines is under the exclusive control of mechanical department personnel.

**Switch Providing Direct Access:** A switch which if traversed by rolling equipment could permit that rolling equipment to couple to the equipment being protected.

**Rule 26(A) (Revised)**

A blue signal signifies that workmen are on, under or between rolling equipment and that the equipment must not be coupled to or moved, except as provided in (E) and (F) of this rule. Rolling equipment must not pass a blue signal. Other rolling equipment must not be placed on the same track so as to block or reduce the view of the blue signal, except on designated engine servicing area tracks, car shop repair area tracks or when a derail is used to divide a track into separate working areas. When a blue signal is displayed at the entrance to a track, rolling equipment must not enter that track.

Blue signals must be displayed by or for (remotely controlled signals) each craft or group of workmen who are to work on, under or between rolling equipment. They may be removed or display discontinued only by or at the request (remotely controlled signals) of the same craft or group who placed them or requested their use.

When blue signal protection has been removed from one entrance of a track with a switch at each end or from either end of rolling equipment on a main track, that track is no longer under blue signal protection.

**Rule 26(B) (Revised)**

When workmen are on, under or between rolling equipment and such work subjects them to the danger of personal injury from movement of such equipment, protection must be provided as follows:

**On a Main Track—**A blue signal must be displayed at each end of the rolling equipment.

**On a Track Other Than Main Track—**One of the following methods of protection or a combination thereof must be provided:

Each manually operated switch, including trailing point crossover switch, providing direct access must be lined against movement to that track, secured by an effective locking device and a blue signal must be placed at or near each such switch;

The facing point crossover switch must be lined against crossover movement and secured by an effective locking device; or,

A derail capable of restricting access to that portion of track where work will be performed must be locked in derailing position with an effective locking device, and;

—positioned at least 150 feet from the rolling equipment to be protected; or,

—positioned at least 50 feet from the end of rolling equipment on a designated engine servicing track or car shop repair track where speed is limited to 5 MPH.

A blue signal must be displayed at each derail; or,

Where remotely-controlled switches provide direct access, the person in charge of the workmen must notify the employee in charge of the remotely-controlled switches of work to be performed and be informed by the employee in charge of such switches that switches involved have been lined against movement to that track and devices controlling the switches have been secured.

The employee in charge of remotely-controlled switches must not remove the locking devices unless informed by the person in charge of workmen that it is safe to do so.

The employee in charge of remotely-controlled switches must maintain for 30 days a written record of each notification, which must contain the following information:

1. Date and time notification received of work to be performed;
2. Name and craft of employee in charge requesting the protection;
3. The number or other designation of track involved;
4. Date and time person in charge of workmen notified that protection has been provided; and
5. Date, time, name and craft of person in charge or workmen authorizing removal of the protection.

**Rule 26(C) (Revised)**

In addition to protection required as prescribed in (B) of this rule, when workmen are on, under or between an engine of rolling equipment coupled to an engine, a blue signal must be attached to the controlling engine at a location where it is readily visible to the engineman or employee at the controls of that engine.

**Rule 26(D) (Revised)**

When emergency repair work is to be done on, under or between an engine or rolling equipment coupled to an engine, and a blue signal is not available, the engineman or employee at the controls of the engine must be notified and appropriate measures must be taken to protect the employees performing such work.

**Rule 26(E) (Revised)**

An engine must not enter a designated engine servicing area track under the exclusive control of mechanical forces unless blue signal protection governing entry is removed. The engine must stop short of coupling to another engine.

An engine must not leave a designated engine servicing area track unless blue signal protection is removed from that engine and from the track in the direction of movement.

Blue signal protection removed from track for the movement of such engines must be restored immediately after the engine has entered or has cleared the area.

An engine protected by blue signals, may be moved on a track within the designated engine servicing area under the exclusive control of mechanical forces, when operated by an authorized employee under the direction of the employee in charge of workmen, after the blue signal has been removed from the controlling engine to be repositioned and the workmen have been warned of the movement.

**Rule 26(F) (Revised)**

Rolling equipment protected by blue signals on car shop repair tracks which are under exclusive control of car department forces may be repositioned with a car mover, when operated by an authorized employe under the direction of the employe in charge of the workmen, after the workmen have been warned of the movement.

**Rule 33 (Revised) (New)**

Employees must be suitably clothed to perform their duties safely. Long coats that extend below the knee and torn or baggy clothing must not be worn. When trouser bottoms present a tripping or falling hazard because of the work in which engaged, employe must fasten the bottom of their trousers around the ankle.

Employees must wear suitable footwear, properly maintained. Footwear must be at least 7 inches high and lace up the front for ankle support. The uppers must consist of leather, heavy rubber or other substantial material and must be laced to provide ankle support. The soles must be sufficiently thick to provide traction and withstand puncture. When overshoes are worn over prescribed footwear, the overshoes must be lightly fastened to reduce the possibility of tripping or falling.

Train, engine or yard service employes and other employes getting on and off moving equipment must wear footwear with a definite heel and must not wear lug or cleated type soles as they create a hazard on stirrups, waycar stairs and engine steps.

Steel toe protection is recommended for all employes.

The above does not apply to office personnel whose duties do not subject them to falling or tripping hazards or the need for ankle support footwear, or to uniformed personnel.

Office personnel and uniformed personnel are expected to wear footwear that is appropriate for the type of work to be performed and for the work location.

Employes whose usual and regular daily duties require the use of welding or burning/cutting equipment may wear an approved slip-on type of boot which is heavy duty, has an ankle strap, puncture and slip resistant sole and a definite heel. Safety toes are recommended. The above boot is commonly referred to as an "Engineer's Boot". If employes described above choose not to wear an "Engineer's Boot", they must comply with Rule 33 (Revised) (New).

All other employes must comply with Rule 33 (Revised) (New) of General Regulations and Safety Rules.

**Rule 33(A) (Revised)**

Areas of the Railway Company's property may be designated as "hard hat" jobs. Personnel in "hard hat" areas, or performing "hard hat" work, or assigned to "hard hat" jobs, must wear hard hats while on duty. Visitors in "hard hat" areas or in the vicinity of "hard hat" work that is under way are required to wear protective headgear as designated by proper authority.

Train service employes working with a crane or a wrecking derrick must wear a hard hat when within 100 feet of the crane or derrick in operation.

Employes required to wear and use a hard hat while on duty will be provided with a hard hat.

Hard hats must be surrendered when employe no longer has need for same or when leaving the service of the Railway Company, or upon request by proper authority.

**Rule 33(B) (Revised)****Head and Facial Hair**

All employes while on duty must wear or control the hair on their heads in such a manner that it will not interfere with the safe and efficient performance of their duties, so that hair cannot become tangled or twisted or caught in machines or catch on fire from welding, burning, or cutting operations, and will not in any way interfere with or obstruct their vision so as to result in a safety hazard to themselves or others, and will, if necessary, wear an effective hair net restraining band, hat or cap to meet these requirements.

All employes while on duty must wear or control the length of their facial hair in such a manner that it will not interfere with the safe and efficient performance of their duties by 1) being clean shaven, 2) having facial hair no longer than 1/2 inch, or 3) wearing suitable guards that cover their face so that facial hair cannot become tangled or twisted or caught in machines, or catch on fire from welding, burning, or cutting operations. The use of such guards or face shields by employes with facial hair longer than 1/2 inch does not excuse the employe from wearing any other type of safety equipment that must be worn.

Where a style or maximum length of head or facial hair is prescribed as a standard of appearance, it will govern.

**Rule 33(C) (Revised)**

Employees are prohibited from wearing tinted prescription or non-prescription sunglasses on duty in other than daylight hours unless the employe submits a recommendation for their use from his private physician and such recommendation is reviewed and approved by the Medical Director.

**Rule 33(D) (Revised)**

The use of "Chromatic" type sunglasses is prohibited while on duty.

Chromatic type sunglasses are a glass that changes color, i.e., becomes darker when exposed to the direct rays of the sun over a relatively short period of time, and then, when taken out of the sun's rays, clears over a significantly longer period of time.

Because of the length of time required for the glass to come back to its neutral color, it is recommended by the manufacturer of the glass, along with the AAR, Medical Section that these glasses present a hazard whenever they are used in an Industrial environment.

**Rule 46(A) (Revised)**

Motorcycles, motor bikes and other two wheeled motor vehicles are prohibited from being operated on C&NW property beyond areas provided for employe parking of these vehicles.

**Rule 46(B) (Revised)**

When one or more persons are with the driver, or available, and it is necessary to back up a company vehicle, except a passenger car, a person will be on the ground and guide the back-up move. The guide will locate himself to be plainly seen, but always in a safe location. In the absence of the employe in charge, the driver is responsible for the above.

**Rule 46(C) (New)**

Seat belts and shoulder harnesses, where provided, must be properly used by the driver and all passengers in Company vehicles. Company vehicles must not be operated until each occupant has been requested and given sufficient time to fasten their seat belt.

**Rule 74(A)**

Service track employes will wear goggles over their safety glasses when fueling, sanding and washing locomotives.

**Rule 79(A) (Revised)**

At locations where engines are serviced, engine must not be moved or any of its machinery operated, until all servicing equipment has been disconnected, attendants are clear of engine and it is known that movement can be made without injury to anyone.

**Rule 95 (Revised)**

Employes are prohibited from (1) riding on the top of a moving diesel locomotive, (2) from riding or working on the outside running board or walkway of a moving locomotive except to pass signals or in case of necessity and only then when it can be done with safety, and (3) from crossing from one diesel unit to another except where walkways and guard chains are provided and in place and only then when speed, weather, and other conditions permit it to be done with safety.

**Rule 123 (Revised)**

If the locomotive is to be left standing unattended, the hand brake must be set and chains or blocks placed at the wheels.

**Rule 130(A)**

Employes must not attempt to make adjustments to couplers, drawbars, knuckles or any other appliances, or to open and/or close knuckles or angle cocks on cars or engines until movement has stopped, and employes have assured themselves that further movement of the cars or engine will not be caused by slack action or grade of track. When thus assured, employes must be alert to observe condition of ground, including holes, debris, ice, etc. to avoid stumbling, slipping or falling.

**Rule 144 (Revised)**

All employes (except officers when necessary in line of duty) are prohibited from getting on and/or off moving engines or equipment used in train or yard service except certain employes on duty who participate in the movement of trains, cars and engines. They are enginemen, conductors, trainmen, collectors and back-up men, general yardmasters, footboard yardmasters, yard engine foreman, yardmen and switchtenders. Employes must not get on or off moving tank cars or flat cars, except in an emergency.

Certain employes on duty who participate in the movement of trains, cars and engines may get on and/or off certain moving equipment. This exception only applies to employes actually on duty performing service. This prohibits any employe being transported or being deadheaded from getting on or off moving equipment.

**Rule 145 (Revised)**

Getting on or off engines or cars moving at an unsafe speed is prohibited. Getting on or off must not be attempted whenever speed is exceeding 5 MPH. When it is known an employe is getting on or off, the engineer must have the speed of the train or engine not exceeding 5 MPH at the location the employe is to get on or off.

**Rule 149 (Revised)**

Employes must use only steps, ladders, hand holds and other standard safety appliances when getting on or off standing or moving engines or cars.

**Rule 155 (Revised)**

Standing or riding either the leading or trailing footboard of an engine, whether standing, or moving in either direction, at any time for any purpose is prohibited. Where side footboards are provided they may be used.

**Application of Safety Rules 89, 94 and 431** by Enginemen on passenger trains in the Chicago Suburban District.

Enginemen (and qualified firemen directed by the engineer) may open doors to electrical cabinets containing high voltage equipment when the following conditions prevail.

1. A malfunction of their locomotive exists that would result in a serious delay to their own or to a following train.
  2. A malfunction of their locomotive exists that would result in a serious operating problem or inconvenience to our passengers, such as improper operation of doors, improper functioning of train lighting, heating or air-conditioning.
- They may:
- a. change a fuse or reset a circuit breaker.
  - b. Observe the operation of contactors or relays.
  - c. Block in a control relay.

It must be understood that enginemen must not use bare hands or any metal object when removing fuses or blocking relays. They must use only C&NW issue "fuse pullers". The use of metal cased flashlights inside electrical cabinets is prohibited and wrist watches, rings or other uninsulated objects must not be worn. These circuits must be respected as potentially dangerous, because they are carrying as much as 600 volts at 1000 amperes. Due to the danger of electrical arcing or flashing, protection must be afforded to the eyes, either by the wearing of proper eye protection or by the use of a proper face shield.

Before any procedures other than a, b, or c listed above are performed by enginemen, they must be authorized by a division officer or a mechanical department supervisor and their instructions must be repeated by enginemen to insure correct understanding.

**Rule 349(A)**

All brush cutters and mowers must be operated with the cutting head blades at least 18 inches above the ground when operating within 200 yards of highways, residential or business areas, or where people are in the 200 yard area.

This 18 inch above ground restriction may require further hand operation to remove the 18 inch spikes or slabs in areas where employes are expected to walk or perform duties, and the 18 inch cuttings would make an unacceptable safety hazard.

**Rule 518 (Addition)**

- A. Personnel operating cranes, derricks and other equipment having a boom, must have complete and full knowledge of crane rules and procedures, attend C&NW crane safety program, and be given C&NW medical examination. Conductor-pilot, though not required to qualify in this program, is responsible for advising operator prior to equipment backing under power lines.
- B. For power lines rated 50,000 volts or below, minimum clearance between the lines and any part of the crane or load shall be 10 feet. Any exception must be obtained from an officer qualified in the "Overhead Power Line Crane Safety Program". For work directly under power lines of over 50,000 volts, special permission must be obtained from a representative of power line owner. Identifiable communications and signal lines are exempt from this rule.
- C. For cranes in transit with boom lowered for distance traveling, the equipment clearance shall be 4 feet for voltages less than 50,000 volts and 10 feet for voltages up to 340,000 volts.

**RAILROAD RADIO RULES****Rule 655**

The following rules and requirements cover use of railroad radio systems and employes using such systems.

**Rule 656**

All employes, except those specifically authorized by the Federal Communications Commission (FCC) are prohibited from making any internal adjustments to a railroad radio. Employes so authorized must carry their FCC operator license or verification card when on duty.

**Rule 657**

No employe shall knowingly transmit any false emergency communication, any unnecessary, irrelevant or unidentified communication nor utter any obscene, indecent, or profane language via radio. No employe shall divulge or publish the existence, contents, purport, effect or meaning of any communications (emergency communications excluded) except to the person for whom the communication is intended or to another employe of the railroad whose duties may require knowledge of the communication. The above applies either to communications received direct or to any that may be intercepted.

**Rule 658**

An emergency call will be preceded by the word "Emergency" repeated three times. Such calls shall be used only to cover initial reports of derailments, collisions, storms, washouts, fires, obstructions to track, or other matters which would cause serious delay to traffic, damage to property, injury to employes or the traveling public, and shall contain as complete information thereon as possible. All employes shall give absolute priority to communication



from a station in distress, and except in answering or aiding that station shall refrain from sending any communication until there is assurance that no interference will result.

**Rule 659**

Any employe shall permit inspection of the radio equipment in his charge and all FCC documents pertaining thereto, by a duly accredited representative of the FCC at any reasonable time.

**Rule 660**

The location of radio base and a wayside station, time such stations are attended, and assigned channels, will be designated by timetable or other instructions.

**Rule 661**

Before transmitting, an employe operating a radio must listen a sufficient interval to be sure that channel is not already in use, give required identification, listen for acknowledgement from the employe to whom he intends to transmit, and must not proceed with transmission until such acknowledgement is received.

**Rule 662**

Employes transmitting or receiving a radio communication must begin with the required identification, and must include the following in the order listed below:

A. **BASE OF WAYSIDE STATIONS:**

1. Name or initials of the railroad.
2. Name of office or other unique designation of the station, and location of the station.

B. **MOBILE UNITS:**

1. Name or initials of the railroad.
2. Train name (number), engine number, or words that identify the precise mobile unit.

If an exchange of communication continues without substantial interruption, identification must be repeated each 15 minutes. After positive identification has been made in connection with switching, classification and similar operations wholly within a yard, fixed and mobile units may use short identification after the initial transmission and acknowledgement.

**Rule 663**

An employe receiving a radio call must not delay acknowledgement; unless it would interfere with duties relating to safety.

**Rule 664**

An employe who receives a transmission must repeat it to the transmitting party except when the communication:

- A. Relates to yard switching operations.
- B. Is a recorded message from an automatic alarm device.
- C. Is general in nature and does not contain any information, instruction or advice which could affect the safety of a railroad operation.

**Rule 665**

To indicate to the receiving employe the transmission is ended and that a response is expected, the transmitting employe must say the word "over".

**Rule 666**

To indicate to the receiving employe the exchange of transmissions is complete and that no response is expected, the transmitting employe must say the word "out".

**Rule 667**

When base and wayside stations or mobile units are manned, the radio must be turned on to the appropriate channel with volume adjusted to receive communications.

**Rule 668**

Radio communication must not be used to avoid compliance with any operating rule.

**Rule 669**

Any radio communication which is not understood or completed in accordance with these rules, must not be acted upon and must be treated as though not sent. Exception: If any information is received which would affect the safety of employes, the public, or damage to property; the safe course must be taken, and, if necessary, movement stopped until an understanding has been reached.

**Rule 670**

Radios used in train operation, outside yard limits, must be tested at the point where the train is originally made up.

**Rule 671**

Engineers and conductors must test the radio at least once during each tour of duty to ensure the radios are working on the engine and caboose.

**Rule 672**

Radio tests must consist of an exchange of voice transmissions with another radio and quality and readability of its transmission must be ascertained.

**Rule 673**

A malfunctioning radio must not be used, and each crew member of the train and the train dispatcher or other designated employe must be notified by any alternate means of communication available as soon as practicable.

**Rule 674**

Radio must not be used to give information to a train or engine crew about the position, aspect, name or indication displayed by a fixed signal, except between members of the same crew.

**Rule 675**

When radio is being used in lieu of hand signals both the direction and distance to be traveled must be given. Movement must be stopped in one-half the distance specified unless additional instructions are received.

**Rule 676**

Radio transmitters must not be operated when located less than 250 feet from blasting operations.

**Rule 677**

The railroad company is required to answer an official notice of violation of the terms of the Communications Act of 1934, as amended, within ten days from receipt of notice and any employe receiving inquiry concerning any violation shall answer such inquiry within 24 hours after receipt of notice.

**Rule 678**

Citizens band radios must not be used for railroad operating purposes.

Note: If necessary for clarity, a phonetic alphabet shall be used to pronounce any letter used as an initial, except initials of railroads.

A word which needs to be spelled for precision or clarity shall first be pronounced, and the word shall then be spelled. If necessary, the word shall be spelled again, using a phonetic alphabet.

**Rule 679**

Employes with hand set radios must use a chest pack harness to hold the radio and must have the radio secured in the harness when getting on or off equipment and while riding on equipment, except where seats are provided and the employe is occupying a seat.

**DRINKING WATER CONTAINERS**

The use of standard plastic water jugs or drinking water containers supplied to crews on engines and cabooses for ANY purpose other than drinking water is prohibited.

## HANDLING HAZARDOUS MATERIALS

### Rule 729 (addition)

Referring to Consolidated Code Rule 729, when switching or handling placarded cars containing hazardous materials, Bureau of Explosives Tariff BOE 6000 B or Pamphlet 20, publishing the Hazardous Materials Regulations of the Department of Transportation (DOT) applies. Copy of this tariff or Pamphlet is maintained at all agencies.

### DEFINITIONS

For the purpose of DOT Regulations, the following Definitions apply:

"Engine" means locomotive propelled by any form of energy used by a railroad.

"Occupied caboose" means a rail car being used to transport non-passenger personnel.

"Placarded car" means a rail car which is placarded in accordance with the requirements of Part 172 of the DOT regulations, except those cars displaying only the FUMIGATION placards.

"Rail freight car" means a car designed to carry freight or non-passenger personnel by rail, and includes a box car, flat car, gondola car, hopper car, tank car, and occupied caboose.

"Shipping papers" means a shipping order, bill of lading, manifest or other shipping documents serving a similar purpose and containing the required information.

"Train" means one or more engines coupled with one or more rail cars, except during switching operations or where the operation is that of classifying and assembling rail cars within a railroad yard for the purpose of making or breaking up trains.

### SHIPPING PAPERS AND PLACARDS

No person may accept for transportation by rail any hazardous material unless he has received a shipping paper as described in the above definition. Each car and freight container containing any quantity of a hazardous material must be placarded on each end and each side with the required placards.

### INFORMATION REQUIRED ON WAYBILLS, SWITCHING ORDERS AND OTHER BILLING

(A) When the initial movement of a loaded rail car required to be placarded is a switching operation, the switching order, switching receipt, switching ticket or other billing must contain the following:

- (1) The proper shipping name;
- (2) The hazard class;
- (3) Identification number preceded by UN or NA, as appropriate;
- (4) The total quantity (by weight, volume or as otherwise appropriate) of the hazardous material covered by the description;
- (5) The shipper's certification and signature, except when a certified bill of lading is tendered to the carrier;
- (6) The placard notation;

(B) For empty tank cars which previously contained a hazardous material, other than a combustible liquid, or unless the tank car has been reloaded with a material not subject to these regulations, or has been sufficiently cleaned of residue and purged of vapor to remove any potential hazard, the billing must show the word(s) "EMPTY" or "EMPTY: Last Contained", followed by the name of the hazardous material last contained in the tank car, the hazard class of the material, the identification number and the word, "PLACARDED".

(C) Each waybill, switching ticket, switching order or other billing used in place thereof, prepared by the carrier from bills of lading, shipping orders or other shipping papers, and each shipping order used as a waybill for a rail car required to be placarded must contain the information shown in Parts (A) and (B) above and be plainly marked by the carrier with—

- (1) In the case of a flat car carrying trailers or containers, an indication of which trailers or containers contain the hazardous materials; and
- (2) The placard endorsement specified for the hazardous material or class concerned near the space on the face of the billing provided for the car number; and
- (3) For any material that is a hazardous substance, the letters "RQ" either before or after the basic description.

### INSPECTION

(A) At any point where a train is required to be inspected, each placarded rail car and each rail car immediately adjacent thereto, must be inspected. The cars may continue in transit only when the inspection indicates that the cars are in a safe condition for transportation. The inspection of a rail car must include a visual inspection for obvious defects of the running gear, any leakage of contents from the car and to determine whether all required placards are in place and conform to the information given on the train consist or other shipping document.

(B) No person may transport a rail car carrying hazardous materials unless it is marked and placarded as required. Placards and car certificates lost in transit must be replaced at the next inspection point, and those not required must be removed at the next terminal where the train is classified.

### INSPECTION OF TANK CARS

(A) Each loaded placarded tank car must be inspected by the carrier before acceptance at the originating point and when received in interchange to see that they are not leaking and that the air and handbrakes, journal boxes, and trucks are in proper condition for service.

(B) An empty tank car which previously contained a hazardous material and which is tendered for movement or received in interchange must have all manhole covers, outlet valve reducers, outlet valve caps, outlet valve cap plugs, end plugs, and plugs or caps or other openings securely in their proper places, except that heater coil inlet and outlet pipes must be left open for drainage.

### INSPECTION OF CARS AT INTERCHANGE

(A) Each rail car containing explosives requiring "EXPLOSIVES A" placards which is offered by a connecting line must be visually inspected externally by the receiving line. If practicable, the receiving carrier should also inspect the lading. The car may not be forwarded until all discovered violations have been corrected.

(B) If the car shows evidence of or if there is any reason to suspect that it has received rough treatment, the lading must be inspected and placed in proper condition before the car is permitted to proceed. When interchange occurs and the inspection is performed after daylight hours, electric flashlights should be used and naked lights may not be used.

(C) A car containing packages of hazardous material other than explosives may not be offered in interchange if the packages are in a leaking condition.

(D) In the case of a tank car which has developed small leaks in the course of its movement to an interchange point and which requires a short movement to effect delivery for unloading by the consignee, the movement may be made if it can be made safely adhering to the precaution prescribed under the heading Leaking Tank Cars.

### LEAKING PACKAGES OTHER THAN TANK CARS

Leaking packages other than tank cars may not be forwarded until repaired or reconditioned.

### LEAKING TANK CARS

(A) A tank car discovered in a leaking condition in transit may not be unnecessarily moved until the unsafe condition has been corrected. In the case of a small leak, short movements may be made if a receptacle is attached under the leak to prevent the spread of the liquid over tracks.

(B) Each leaking tank car must be protected against ignition of the liquid or vapor by flame from sources such as lanterns, torches, flares, fuses, switchlights, switch-thawing flames, fires on sides of tracks, hot coals, lighted pipes, cigars, or cigarettes. All spectators should be kept at a safe distance.

(C) A leaking tank car containing any hazardous material may be switched to a location distant from habitation and highways if the move can be safely made.

(D) A leaking tank car containing any hazardous material must not be moved to a repair track unless authorized by officer in charge.

### CANADIAN SHIPMENTS AND PACKAGES

A Canadian shipment or package may be transported by rail car within the United States if it is in compliance with these regulations or the regulations of the Canadian Transport Commission.

### SWITCHING OF CARS CONTAINING HAZARDOUS MATERIALS, PLACARDED FLAT CARS, OR FLAT CARS CARRYING PLACARDED TRAILERS OR FREIGHT CONTAINERS (See reference guide pages 4 and 5) (Alternate guide pages 6 and 7)

(A) The following cars must not be cut off while in motion, must not be humped or kicked or coupled into with more force than is necessary to complete the coupling. Also, no car or cars moving under their own momentum shall be allowed to strike any of the following placarded cars:

- (1) Any car placarded "EXPLOSIVES A".
- (2) Any car placarded "POISON GAS".
- (3) A placarded flat car, or any flat car carrying placarded trailers or freight containers, portable tanks or IM portable tanks.
- (4) Loaded tank cars placarded "FLAMMABLE GAS".
- (5) Loaded tank cars placarded "CHLORINE".
- (6) Loaded tank cars phosphorus placarded "FLAMMABLE SOLID".
- (7) Tank cars last containing phosphorus filled with waste water placarded "EMPTY FLAMMABLE SOLID".

(B) When transporting a car placarded "EXPLOSIVES A", in a terminal, yard, or on a side track, or siding, it must be separated from the engine by at least one non-placarded car.

(C) The doors of each closed car placarded "EXPLOSIVES A" must be closed, securely fastened, and the lading securely braced before it is moved.

(D) In switching operations where hand brakes are used, it must be determined by trial whether a loaded placarded car or a car occupied by a rider in a cut of cars containing a placarded car, has its hand brakes in proper working condition before it is cut off.

(E) In switching operations where the use of hand brakes is necessary, a loaded placarded TANK car, or a cut of cars which includes a loaded placarded TANK car, must not be cut off until the preceding car or cars have cleared the track. The cut of cars containing the loaded placarded TANK car must clear the lead track before another car is allowed to follow.

(F) The above restrictions do not apply to cars placarded "COMBUSTIBLE" or "BLASTING AGENTS".



## REFERENCE GUIDE FOR SWITCHING PLACARDED CARS



Any Car



Any Car



Placarded flat car or flat car carrying placarded trailers or containers



Tank Car

I.D. No.



Tank Car

1017



Loaded tank cars of phosphorus placarded "FLAMMABLE SOLID"

1381



Tank cars last containing phosphorus filled with waste water placarded "EMPTY FLAMMABLE SOLID"

1381

Must not be "HUMPED" or "KICKED"  
Must not be cut off in motion  
Must not be struck by any car moving under its own momentum  
Must not be coupled to with any more force than is necessary to make coupling



Any Car

### ADDITIONAL REQUIREMENTS FOR ANY CAR PLACARDED "EXPLOSIVES A"

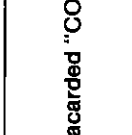
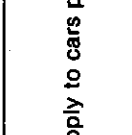
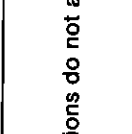
Must be separated from engine by at least one non-placarded car  
Must have doors closed before moving  
Must not be placed or left where there is any possible danger of fire  
Must not be placed or left under bridges, under overhead highway crossings or along passenger stations

\*DOT requires that the four-digit identification number be displayed on tank cars, portable tank and cargo tank shipments of hazardous materials in one of two ways: on orange panels as shown above, or on the "alternate" placard shown on next page. These four-digit numbers are for emergency response and have no application for railroad operations.

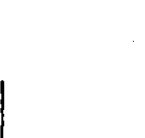


### CARS WITH ANY OF THE FOLLOWING PLACARDS

IN SWITCHING OPERATIONS WHERE USE OF HAND BRAKES IS NECESSARY:  
It must be determined by trial that the hand brake on the placarded car or the car in the cut being ridden is in proper working condition before a "loaded" placarded car or a cut containing a loaded placarded tank car is released.  
A placarded loaded tank car, or cut containing a loaded placarded tank car, must not be cut off until preceding cars are clear of the lead.  
A cut containing a placarded tank car must be clear of lead before releasing any cars to follow.



The above restrictions do not apply to cars placarded "COMBUSTIBLE" or "BLASTING AGENTS".



There are no switching restrictions for empty tank cars which last contained a commodity whose residue could be harmful, except tank cars last containing phosphorus placarded "EMPTY FLAMMABLE SOLID".

## EXAMPLES OF ALTERNATE PLACARDS DISPLAYING THE IDENTIFICATION NUMBER.

DOT requires that the four-digit identification number be displayed on tank car, portable tank and cargo tank shipments of hazardous materials in one of two ways: on orange panels, or on the "alternate" placard. These four-digit numbers are for emergency response and have no application for railroad operation.

Cars displaying the alternate placard must be handled in the same manner as cars displaying the specified placard with the hazard class description.

Identification numbers may not be displayed on alternate placards for shipments "Explosives", "Poison Gas", or "Radioactive." The specified hazard class placard always must be displayed.

The alternate placard has the same dimensions, the same background colors and class symbol (pictogram) located in the top corner as current placards. The alternate placard does away with the hazard class wording (flammable, non-flammable gas, oxidizer, etc.) in the center of the placard. This area is now blanked "white" and is used to display the International Commodity I.D. Number.

Since the hazard class wording has been omitted, alternate placards display an IMCO (United Nations Hazard Class) number in the lower/bottom corner. The IMCO System goes from Class #1 through Class #9.

### IMCO SYSTEM NUMBERS

- CLASS #1 — EXPLOSIVES
- CLASS #2 — GASES (COMPRESSED, LIQUIFIED, DISSOLVED UNDER-PRESSURE)
- CLASS #3 — FLAMMABLE LIQUIDS
- CLASS #4 — FLAMMABLE SOLIDS/SUBSTANCES
- CLASS #5 — OXIDIZING SUBSTANCES
- CLASS #6 — POISONOUS OR INFECTIOUS SUBSTANCES
- CLASS #7 — RADIOACTIVE SUBSTANCES
- CLASS #8 — CORROSIVES
- CLASS #9 — MISCELLANEOUS DANGEROUS SUBSTANCES (OTHER REGULATED MATERIALS-ORM)

### Compressed Gases:

#### NON FLAMMABLE GAS



FLAMMABLE GAS



CHLORINE

### Flammable and Combustible Liquids:



FLAMMABLE



COMBUSTIBLE

### Flammable Solids:



FLAMMABLE SOLID



FLAMMABLE SOLID W

### Oxidizers:



OXIDIZER



ORGANIC PEROXIDE

### Poisons:



POISON B

### Corrosives:



CORROSIVE

### Hazardous Substances:



OTHER REGULATED MATERIALS (ORM)

Example of alternate placard for empty tank car last containing a hazardous material:



### PLACEMENT OF FREIGHT CARS PLACARDED "EXPLOSIVES A" IN YARDS, ON SIDINGS OR SIDE TRACKS

A rail car placarded "EXPLOSIVES A" while in a yard or on a siding or side track must be placed so that it will be safe from all probable danger of fire. A car so placarded may not be placed under a bridge or overhead highway crossing, not in or alongside a passenger shed or station except for loading or unloading purposes.

(See reference chart pages 10 and 11)

### POSITION IN TRAIN OF CARS PLACARDED "EXPLOSIVES A" OR "POISON GAS" WHEN ACCOMPANIED BY CARS CARRYING GUARDS OR TECHNICAL ESCORTS

A rail car placarded "EXPLOSIVES A" or "POISON GAS" in a moving or standing train must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car requiring "EXPLOSIVES A" placards.

### POSITION IN TRAIN OF CARS PLACARDED "EXPLOSIVES A"

In a moving or standing train, a car placarded "EXPLOSIVES A" may not be placed nearer than the sixth car from the engine or an occupied caboose. However, when the length of the train will not permit this car to be so placed, it must be placed as near the middle of the train as possible, but not less than the second car from the engine or occupied caboose.

### SEPARATING CARS PLACARDED "EXPLOSIVES A" OR "POISON GAS" FROM OTHER CARS IN TRAINS

(A) In a moving or standing train, a car placarded "EXPLOSIVES A" or "POISON GAS" may not be placed next to:

- (1) A passenger car or combination car that may be occupied except a car occupied by technical escorts and authorized personnel accompanying shipments;
- (2) Any loaded placarded car other than a car placarded with the same placard or one placarded "COMBUSTIBLE";
- (3) An engine;
- (4) A wooden underframe car (except on narrow gauge railroads);
- (5) A loaded flat car, except that loaded cars placarded "EXPLOSIVES A" may be placed next to each other. A flat car equipped with permanently attached ends of rigid construction is considered to be an open-top car. (See subparagraph (6) of this paragraph.)
- (6) An open-top car when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends;
- (7) A car with automatic refrigeration or heating apparatus in operation, or a car with open-flame apparatus in service, or with an internal combustion engine in operation;
- (8) A car containing lighted heaters, stoves, or lanterns;
- (9) A car occupied by any person, including any attendant for the cargo contained therein; or
- (10) An occupied caboose, except a car occupied by technical escorts and authorized personnel accompanying shipments.

(B) In a moving or standing train, a car placarded "EXPLOSIVES A" may not be placed next to a car placarded "POISON GAS".

### POSITION IN TRAIN OF CARS PLACARDED "RADIOACTIVE"

In a moving or standing train, a car placarded "RADIOACTIVE" may not be placed next to any other loaded placarded car (other than one placarded "COMBUSTIBLE"), an engine, occupied caboose, or carload of undeveloped film. Cars placarded "RADIOACTIVE" may be placed next to each other.

### POSITION IN TRAIN OF LOADED PLACARDED TANK CAR OTHER THAN CAR PLACARDED "COMBUSTIBLE"

Except for a tank car placarded "COMBUSTIBLE", a loaded placarded tank car in a moving or standing train may not be nearer than the sixth car from the engine, occupied caboose, or passenger car. However, when the length of the train will not permit a loaded placarded tank car to be so placed, it must be placed as near the middle of the train as possible and not nearer than the second car from the engine, occupied caboose, or passenger car.

### SEPARATING LOADED PLACARDED TANK CARS OTHER THAN TANK CARS PLACARDED "COMBUSTIBLE" FROM OTHER CARS IN TRAINS

(A) In a moving or standing train, a loaded placarded tank car, other than one placarded "COMBUSTIBLE", may not be placed next to:

- (1) A passenger car or combination car, other than a car occupied by technical escorts and authorized personnel accompanying shipments;
- (2) Any car placarded "EXPLOSIVES A", "RADIOACTIVE", or "POISON GAS";
- (3) An engine or occupied caboose;
- (4) A wooden underframe car (except on narrow gauge railroads);

(5) A loaded flat car, other than a specially equipped car in trailer-on-flatcar, or container-on-flatcar service or a flatcar loaded with vehicles secured by means of a device designed for that purpose and permanently installed on the flatcar, and of a type generally accepted for handling in interchange between railroads subject to the following:

- (a) A flat car equipped with permanently attached ends of rigid construction is considered to be an open-top car (see paragraph(A)(6) of this section); and
  - (b) This exception for cars in trailer-on flatcar service does not apply to loaded flatbed trucks, loaded flatbed trailers, loaded open-top trailers, or loaded trucks or trailers without securely closed doors;
- (6) An open-top car when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends;
- (7) A car with automatic refrigeration or heating apparatus in operation or a car with open-flame apparatus in service or with an internal combustion engine in operation;
- (8) A car occupied by any person, including any attendant for the cargo contained therein.

### POSITION IN TRAIN OF EMPTY PLACARDED TANK CARS

In a moving or standing train, empty placarded tank cars, except empty tank cars last containing combustible liquid, may not be placed nearer than the second car from the engine or occupied caboose.

### NOTICE TO TRAIN CREWS OF PLACARDED CARS

(A) A member of the train crew of a train transporting hazardous materials must have in his possession a copy of the shipping papers (waybill) for the shipment of hazardous materials being transported showing the information required by these regulations. Hazardous materials must not be handled "no bill".

(B) The train crew must have a document indicating the position in the train of each loaded placarded car containing hazardous materials, except when the position is changed or the placarded car is placed in the train by a member of the train crew. A train consist may be used to meet this requirement.

(C) At each terminal or other place where trains are made up or switched by crews other than train crews accompanying the outbound movement of cars, the carrier shall execute consecutively numbered notices showing the location in each train of each rail car placarded "EXPLOSIVES A" or "POISON GAS". A copy of each notice must be delivered to the train and engine crew concerned, and a copy thereof showing delivery to the train and engine crew must be kept on file by the carrier at each point where the notice is given. At points where train or engine crews are changed, the notice must be transferred from crew to crew. A train consist is not sufficient to meet this requirement.

(D) Road and yard crews handling hazardous materials are responsible for assuring that all train placement and switching restrictions shown on the accompanying charts are complied with.

(E) Cars containing hazardous materials and empty tank cars last containing hazardous materials must not be accepted for transportation unless all required placards are securely in place. Leaking cars, cars with obvious mechanical defects or cars with open dome covers or outlet caps not in place must not be moved or accepted in interchange.

POSITION IN TRAIN OF PLACARDED CARS						CONTAINING HAZARDOUS MATERIALS							
1	PLACARD APPLIED ON CAR					EXPLOSIVES A	POISON GAS	POISON GAS	RADIOACTIVE	FLAMMABLE SOLID (Containing Phosphorus)	PLACARDED EMPTY EXCEPT COMBUSTIBLE	COMBUSTIBLE	FLAMMABLE SOLID (Containing Phosphorus)
2	TYPE OF CAR					ANY CAR (inc. flat cars, tank cars or combination)	TANK CAR	OTHER THAN TANK CAR	ANY CAR	LOADED TANK CAR	EMPTY TANK CAR	TANK CAR	TANK CAR
RESTRICTIONS													
3	When Train Length Permits	Must not be nearer than 6th car from engine, occupied caboose or passenger car	X	X				X				X	
4	When Train Length Does Not Permit	Must be near middle of train but not nearer than 2nd car from engine or occupied caboose.	X	X				X				X	
MUST NOT BE PLACED NEXT TO													
5	Loaded flat car. A flat car equipped with permanently attached ends of rigid construction is considered to be an open-top car.	X <sup>①</sup>	X	X			X					X	
6	An open-top car when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends.	X	X	X			X					X	
7	ENGINE	X	X	X	X	X			X			X	
8	Except as provided in lines 9 and 10, a car occupied by any person or a passenger car or combination car that may be occupied.	X <sup>③</sup>	X <sup>③</sup>	X <sup>③</sup>	X	X	X <sup>④</sup>		X			X	
9	OCCUPIED CABOOSE	X <sup>③</sup>	X <sup>③</sup>	X <sup>③</sup>	X	X			X			X	
10	OCCUPIED GUARD CAR	X <sup>③</sup>	X <sup>③</sup>	X <sup>③</sup>		X						X	
11	UNDEVELOPED FILM				X								
12	A car with automatic refrigeration or heating apparatus in operation, or a car with open-flame apparatus in service, or with an internal combustion engine in operation.	X	X	X		X						X	
13	A car containing lighted heaters, stoves, or lanterns.	X	X	X									
14	EXPLOSIVES A		X	X	X	X	X						
15	POISON GAS	X			X	X	X						
16	Loaded placarded car, other than a car placarded with the same placard or the "COMBUSTIBLE" placard.	X	X	X	X								
17	RADIOACTIVE	X	X	X		X	X						
18	Tank cars of Phosphorus placarded "FLAMMABLE SOLID."	X	X	X	X	X	X						

FOOTNOTES:  
HOW TO USE THIS CHART:

To determine where a placarded car can be placed in a train follow these steps.  
 — Determine type of placard applied to car.  
 — Determine type of car to which placard is applied.  
 — Read across to determine correct placement.  
 — See footnotes for explanation.

- ① Loaded cars placarded "EXPLOSIVES A" may be placed next to each other.
- ② A specially equipped car in trailer-on-flatcar or container-on-flatcar service or a flatcar loaded with vehicles secured by means of a device designed for that purpose and permanently installed on the flatcar, and of a type generally accepted for handling in interchange between railroads may be placed next to these placarded loaded tank cars subject to the following: this exception for cars in trailer-on-flatcar service does not apply to loaded flatbed trucks, loaded flatbed trailers, loaded open-top trailers, or loaded trucks or trailers without securely closed doors.
- ③ A rail car placarded "EXPLOSIVES A" or "POISON GAS" in a moving or standing train must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car requiring "EXPLOSIVES A" placards.
- ④ Applies only in mixed train service.

**INSTRUCTIONS FOR  
CREW  
IN EVENT OF DERAILMENT**

**Check** other crew members for injuries — Give **FIRST AID/CALL FOR HELP** if Needed

**Get** WAYBILLS, WHEEL REPORT (or other documents with hazardous material information)

**Find** the WAYBILLS marked in UPPER LEFT CORNER as:

- EXPLOSIVE
- DANGEROUS
- POISON GAS
- RADIOACTIVE MATERIAL

(The conductor should have already reviewed the waybills)

When found, **KEEP** waybills until full details have been reported to the dispatcher, AND **FIND** LOCATION of cars in TRAIN by using WHEEL REPORT.

**IF HAZARDOUS MATERIALS ARE INVOLVED,  
DO NOT GO NEAR DERAILED CARS**

**IF NO HAZARDOUS MATERIALS ARE INVOLVED:**

Head-End Crew: **Survey** derailment for FIRST CAR derailed

Rear-End Crew: **Survey** derailment for LAST CAR derailed

**Survey** the AREA for ROADS, BUILDINGS, or other PUBLIC structures

**Look** for FIRES, LEAKING MATERIAL

**Call** DISPATCHER - give your location

**STAY IN CONTACT WITH DISPATCHER WHILE HE IS GETTING  
INSTRUCTIONS FOR YOU TO FOLLOW**

Give Dispatcher the information he requests, which will include the following from the WAYBILLS of cars containing hazardous materials.

1. Car Initial and Number
2. Consignee Name
3. Consignee Location
4. Shipper Name
5. Shipper Location
6. Commodity Code Number (49 \_\_\_\_\_)
7. Wording that Appears in Bottom Left Corner of Waybill  
(Description, Material Class, Placard - NOTE: Spell The Names Of Chemicals)

**STAY IN CONTACT WITH DISPATCHER WHILE HE IS GETTING  
FURTHER INSTRUCTIONS**

**Get** READY for the following IF's:

If Local Authorities Appear —: Give them NAME of HAZARDOUS MATERIAL, 49 CODE NO.  
Advise them to STAY AWAY, KEEP PUBLIC AWAY

If Local Authorities Insist on Taking Action Before You

Receive Further Instructions —: Tell them to CALL CHEMTREC  
800 424-9300

If Dispatcher Relays Advice —: Give it to LOCAL AUTHORITIES

If Railroad Personnel Appear —: Warn them of DANGER  
Get them to HELP CONTROL SPECTATORS

If A Supervisor Arrives —: Explain SITUATION, WHAT HAS BEEN DONE, WHO HAS BEEN NOTIFIED, AND ADVICE RECEIVED FROM DISPATCHER.  
FOLLOW SUPERVISOR'S ORDERS.

**HP/TON RATIO CHART**

HP:	TRAIN TONNAGE (read down)																						
	1000	1500	2000	2500	3000	3500	4000	4500	5000	5500	6000	6500	7000	7500	8000	8500	9000	9500	10000	10500	11000	11500	12000
3000	3.00	2.00	1.50	1.20	1.00	0.86	0.75	0.66	0.60	0.55	0.50	0.46	0.43	0.40	0.38	0.36	0.35	0.33	0.32	0.30	0.29	0.28	0.27
3500	3.50	2.33	1.75	1.40	1.17	1.00	0.88	0.77	0.70	0.64	0.58	0.54	0.50	0.47	0.44	0.41	0.39	0.37	0.35	0.33	0.31	0.30	0.29
4000	4.00	2.67	2.00	1.60	1.33	1.14	1.00	0.88	0.80	0.73	0.67	0.62	0.57	0.53	0.50	0.47	0.44	0.42	0.40	0.38	0.36	0.35	0.34
4500	4.50	3.00	2.25	1.80	1.50	1.28	1.13	1.00	0.90	0.82	0.75	0.70	0.64	0.60	0.56	0.53	0.50	0.48	0.45	0.43	0.41	0.39	0.38
5000	5.00	3.33	2.50	2.00	1.67	1.43	1.25	1.11	1.00	0.91	0.83	0.77	0.71	0.67	0.63	0.59	0.55	0.53	0.50	0.48	0.45	0.43	0.42
5500	5.50	3.75	2.75	2.20	1.83	1.57	1.38	1.22	1.10	1.00	0.92	0.85	0.79	0.73	0.69	0.65	0.61	0.58	0.55	0.52	0.50	0.48	0.46
6000	6.00	4.00	3.00	2.40	2.00	1.71	1.50	1.33	1.20	1.09	1.00	0.92	0.86	0.80	0.75	0.71	0.67	0.63	0.60	0.57	0.55	0.52	0.50
6500	6.50	4.33	3.25	2.60	2.17	1.86	1.63	1.44	1.30	1.18	1.08	1.00	0.93	0.87	0.81	0.76	0.72	0.68	0.65	0.62	0.59	0.57	0.54
7000	7.00	4.67	3.50	2.80	2.33	2.00	1.75	1.55	1.40	1.27	1.17	1.08	1.00	0.93	0.88	0.82	0.78	0.74	0.70	0.67	0.64	0.61	0.58
7500	7.50	5.00	3.75	3.00	2.50	2.14	1.88	1.66	1.50	1.36	1.25	1.15	1.07	1.00	0.94	0.88	0.83	0.79	0.75	0.71	0.68	0.65	0.63
8000	8.00	5.33	4.00	3.20	2.67	2.28	2.00	1.77	1.60	1.45	1.33	1.23	1.14	1.07	1.00	0.94	0.89	0.84	0.80	0.76	0.73	0.70	0.67
8500	8.50	5.67	4.25	3.40	2.83	2.43	2.13	1.88	1.70	1.54	1.42	1.31	1.21	1.13	1.06	1.00	0.94	0.89	0.85	0.81	0.77	0.74	0.71
9000	9.00	6.00	4.50	3.60	3.00	2.58	2.25	2.00	1.80	1.63	1.50	1.38	1.29	1.20	1.13	1.06	1.00	0.95	0.90	0.86	0.82	0.78	0.75
9500	9.50	6.33	4.75	3.80	3.17	2.71	2.38	2.11	1.90	1.72	1.58	1.46	1.36	1.27	1.19	1.11	1.06	1.00	0.95	0.90	0.86	0.83	0.79
10000	10.00	6.67	5.00	4.00	3.33	2.86	2.50	2.22	2.00	1.81	1.67	1.54	1.43	1.33	1.25	1.18	1.11	1.05	1.00	0.95	0.91	0.87	0.83
10500	10.50	7.00	5.25	4.20	3.50	3.00	2.63	2.33	2.10	1.90	1.75	1.62	1.50	1.40	1.31	1.24	1.17	1.11	1.05	1.00	0.95	0.91	0.88
11000	11.00	7.33	5.50	4.40	3.67	3.14	2.75	2.44	2.20	2.00	1.83	1.70	1.57	1.47	1.38	1.29	1.22	1.16	1.10	1.05	1.00	0.96	0.92
11500	11.50	7.67	5.75	4.60	3.83	3.28	2.88	2.55	2.30	2.09	1.92	1.77	1.64	1.53	1.44	1.35	1.28	1.21	1.15	1.10	1.04	1.00	0.96
12000	12.00	8.00	6.00	4.80	4.00	3.43	3.00	2.66	2.40	2.18	2.00	1.85	1.71	1.60	1.50	1.41	1.33	1.26	1.20	1.14	1.09	1.04	1.00
12500	12.50	8.33	6.25	5.00	4.17	3.57	3.13	2.77	2.50	2.27	2.08	1.92	1.79	1.67	1.56	1.47	1.39	1.32	1.25	1.19	1.14	1.09	1.04

**HORSEPOWER (read across)**

**HP/TON RATIO CHART:**

This chart shows combinations of train tonnage, working horsepower and the horsepower per ton ratio which results from each combination. The numbers at the top of each column are train tonnage; the numbers at the extreme left are total working horsepower. For example, to determine what the HP/ton ratio would be for a train with 5500 tons trailing 3 GP50 locomotives (a total of 10,500 HP), read down the column below the "5500" tons at the top, and read across from the "10500" horsepower in the far left column. The resulting HP/ton ratio is where the tonnage column and HP row cross: 1.90 HP/ton.

Using the same train as above, if the allowable maximum HP/ton ratio based on fuel conservation rules is 1.00, one unit must be shut down, isolated or worked (depending on the temperature) in order to comply with the rule. With only 2 GP50 units working (7000 HP), the resulting HP/ton ratio for the train would be 1.27 (read down from "5500" and across from "7000"). Likewise, if the allowable maximum HP/ton ratio under the rule was 1.50, all three units could be worked. (Although 3 units would produce 1.90 HP/ton, which is more than the rates 1.50 HP/ton, you are allowed to work enough horsepower to produce at least the rated HP/ton.)



APPLICATION OF CONSOLIDATED CODE RULES 14 AND 14(A) AND FORM Y TRAIN ORDER

FORM Y (REVISED)  
MAINTENANCE OF WAY CONDITIONAL STOP

ON \_\_\_\_\_ (Date) \_\_\_\_\_  
MEN AND EQUIPMENT ON \_\_\_\_\_ TRACK BETWEEN MP \_\_\_\_\_  
AND MP \_\_\_\_\_ LOCATED BETWEEN \_\_\_\_\_ (Station) \_\_\_\_\_ AND \_\_\_\_\_ (Station) \_\_\_\_\_ FROM \_\_\_\_\_ M UNTIL \_\_\_\_\_ M ALL TRAINS ON \_\_\_\_\_ TRACK PROCEED THROUGH THESE LIMITS AT REDUCED SPEED NOT EXCEEDING \_\_\_\_\_ MPH UNLESS A DIFFERENT SPEED IS VERBALLY AUTHORIZED BY EMPLOYEE IN CHARGE OR ENTIRE TRAIN HAS PASSED A GREEN FLAG.

When a train or engine finds a red flag displayed to the right of the track (to the left of the track in double track or three or more track territory where trains keep to the left) as viewed from an approaching train within the limits of a Form Y train order, stop must be made before any part of train or engine passes the red flag unless:

- (1) a proceed signal with a yellow flag or yellow light is received, or
- (2) verbal permission is received.

In the application of Rule 14, Rule 14(A) and Form Y train order, the procedures prescribed below must be followed when the employe in charge verbally authorized a train to pass a red flag without stopping, or after stopping, or verbally authorizes a train to proceed through the limits of a Form Y train order at a different speed from that specified in the train order:

ENGINEER:

"Engineer on CNW \_\_\_\_\_ calling man in charge about Form Y train order \_\_\_\_\_ over" (This call should be made sufficiently in advance to avoid any unnecessary delay to the train.)

EMPLOYEE IN CHARGE:

"This is C&NW \_\_\_\_\_ (Title and name) \_\_\_\_\_ in charge of Form Y order No. \_\_\_\_\_ at MP \_\_\_\_\_  
No. \_\_\_\_\_ (or Extra \_\_\_\_\_) may pass red flag at MP \_\_\_\_\_ without stopping on order No. \_\_\_\_\_ over"

or  
No. \_\_\_\_\_ (or Extra \_\_\_\_\_) may pass red flag at MP \_\_\_\_\_ on order No. \_\_\_\_\_ over" (To be used if train has stopped for red flag.)

A different speed from that specified in the Form Y train order may be verbally authorized by adding to either of the above: "Proceed at Reduced Speed not exceeding \_\_\_\_\_ MPH." Under this authority, the train is still required to proceed at Reduced Speed through the limits of the Form Y train order,

or

When the condition for which the Form Y train order was issued has been corrected and it is safe to do so, with the men and equipment being clear of the main track, the employe in charge may authorize the train to proceed at normal speed by stating, "Proceed at normal speed." In this case the train is not required to proceed at Reduced Speed.

In multiple track territory the "Employee in Charge" must designate which track he is authorizing a train to use.

When the employe in charge has authorized a train to pass a red flag without stopping, or after stopping, or has authorized a train to proceed at a different speed or at normal speed, the instructions must be repeated by the engineer and repeat acknowledged as correct by employe in charge.

A green flag indicates the end of the restriction.

Engine whistle signal 15(L) will be sounded while approaching and passing through the working limits where a Form "Y" train order is in effect regardless of any law or ordinance restricting or prohibiting whistling.

Additional Instructions for "Employee in Charge".

In the application of the provisions of Rule 14 and Rule 14(A) as provided for in this timetable involving restrictions with or without the use of Form "Y" train order and Rules E99 (C) and 1112 of the Rules of the Engineering Dept. the following will govern:

1. Employee in charge will, before granting permission to any train (except a work train working under his direction) or engine the authority to proceed beyond a red flag being displayed, ascertain that all work and activity has ceased within the territory where the restriction applies and that men and equipment under his jurisdiction are in the clear of the track to be used or while working in a territory of two or more main tracks that all activity has ceased and the men are in the clear.
2. Employee in charge of work equipment must remain in close proximity to and in communication with the employes under his jurisdiction and personally supervise the compliance with the provisions of paragraph 1 when a train and/or engine movement is involved.
3. Unless otherwise provided when the provisions of paragraphs one and two have been complied with, the employe in charge should permit the train and/or engine to proceed at normal speed.

Additional Instructions for Train and Engine Crews

Train and engine crews will, if they find men and equipment are not in clear of track to be used or that in two or more track territory activity has not ceased and men and equipment are not in clear, bring their train to a stop, using a regular service application, unless emergency application is warranted, then proceed only after all activity has ceased and track is clear within their range of vision at a speed of Reduced Speed not to exceed 10 MPH through limits of order and report delay to train dispatcher from first available point of communication.

Exception: Work train working under the direction of employe in charge.

Rules 12, 14, 14(A) and Train Order Form Y.

Flags and lights prescribed by Rules 12, 14, 14(A) and train order Form Y will be played as follows:

- (a) ON SINGLE TRACK—To the right of the track as viewed from an approaching train or engine in both directions.
- (b) ON DOUBLE TRACK AND TWO MAIN TRACK CTC—To the outside of the track affected as viewed from an approaching train or engine in both directions on that track.
- (c) ON THREE OR MORE TRACKS—For outside tracks, to the outside of the track affected as viewed from an approaching train or engine in both directions on that track; for inside tracks, to the right of the track as viewed from an approaching train in both directions on that track.

Exceptions:

1. Where the condition to be protected would normally require the yellow flag or yellow-red flag to be placed between the main track and siding, the flag must be placed in advance of the siding switch.
2. Where the condition to be protected would normally require the red flag or red light to be placed between the main track and the siding, the red flag or red light must be placed between the rails of the main track.
3. Where the end of the restriction would normally require the green flag to be placed between the main track and siding, the flag must be placed beyond the siding switch.
4. Yellow flags or yellow-red flags must not be placed less than two (2) miles in advance of the point of the restriction.
5. The flags prescribed by Rules 12, 14, and 14(A) must not be placed where other cars or trains could prevent them from being seen from an approaching train or engine.

FORM XL TRAIN ORDER (BROKEN RAIL)

Use of the following form of train order is authorized:

Form XL

DID NOT EXCEED \_\_\_\_\_ MPH OVER BROKEN RAIL AT  
MP \_\_\_\_\_ LOCATED BETWEEN \_\_\_\_\_  
AND \_\_\_\_\_ UNLESS A DIFFERENT SPEED IS AUTHORIZED  
BY EMPLOYEE IN CHARGE AT BROKEN RAIL.

Instructions

When radio communication is used to authorize a different speed, the procedures below must be followed: (Relaying through third party not permitted)

Engineer: "Engineer on C&NW No. \_\_\_\_\_ (or Extra \_\_\_\_\_) calling employe in charge at MP \_\_\_\_\_ about order No. \_\_\_\_\_ over"

Employee in Charge: "This is \_\_\_\_\_ (Title and name) \_\_\_\_\_ in charge at MP \_\_\_\_\_  
C&NW No. \_\_\_\_\_ (or Extra \_\_\_\_\_) proceed at \_\_\_\_\_ MPH (or normal speed) on order No. \_\_\_\_\_ at MP \_\_\_\_\_ over"

Engineer: "This is engineer of C&NW No. \_\_\_\_\_ (or Extra \_\_\_\_\_) proceed at \_\_\_\_\_ MPH (or normal speed) on order No. \_\_\_\_\_ at MP \_\_\_\_\_ over"

Employee in Charge: "That is correct, out"

Additional Instructions

1. Verbal instructions to engineer of train or engine from employe on ground will not change or modify any other speed restrictions or rules and will apply only to the train order specifically referred to by number.
2. Before increasing speed in response to authority received from employe on ground, the engineer must notify crew member(s) on rear of train (except on suburban trains). If unable to notify crew member(s) on rear of train, the engineer must operate over broken rail at the speed authorized by the train order.
3. Yellow and green flags will not be used in connect with a Form XL train order.